The Largest Circulation of any Foreign Daily in the Far East

THE CHINA PRESS

大陸報

To-day's paper consists of 30 pages in three sections

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VIENNA DISCOVERS ITALIANS' THRUST GAINING STRENGTH

Further Advantages Secured On San Gabriele and In Brestovizza Valley

NOW CLEARING UP

Continuous Stream of Prisoners Passing To Rear; Very Rich Booty

(Reuter's Agency War Service)

London, August 31.—An Austrian official communique, dated the 29th, states that the Italian thrust is more powerful than hitherto. It claims to have repulsed attacks on Bainsizza Plateau and Monte San Gabriele, where they took 200 prisoners.

The communique also claims that the Austrians defeated Italian attacks near Gorizia, Graziana and San Marco.

Rome, August 31.—An official communique reports:—On Bainsizza Plateau and Carso, we are fighting to consolidate our possession of the Heights and to rectify our line. We obtained advantages on the northern slopes of Monte San Gabriele and Brestovizza Valley and took 635 prisoners.

Udine, August 31.—The Italians are gradually proceeding in their vast work of clearing up the ground already in their possession, methodically cleaning out the holes and burrows where, like rabbits, small bodies of the enemy still linger and rounding them up by half-a-dozen or a score at a time, so that a constant stream of Austrian prisoners is still passing to the rear, while considerable time will be needed before the whole of the rich booty left by the enemy in their hurried flight is brought to headquarters.

TIENTSIN OFFICERS ARE ORDERED HOME

Col. Gordon Of Fifteenth U.S. Infantry And Others To Leave Soon

More changes in the officers of the Fifteenth Infantry, U. S. A., at Tientsin, as a result of the war are reported by the Peking and Tientsin Times. Colonel H. W. Gordon, who recently came up from Manila to take over the command in succession to General Hale, has been called home. He will leave in a short time to take the transport at Nagasaki.

Four captains have been promoted to Lieutenant-Colonel for the new National Army and they too have been ordered home, while eleven temporary second lieutenants, promoted from the ranks, have arrived from Manila.

Since the departure of Major Stanley Ford, Lieutenant Van Vliet has been acting as adjutant.

GIVE STOCKHOLM MISS LABOR UNIONS ADVISED

Their President Says It Can Only Lead To An Inconclusive Peace

(Reuter's Agency War Service)

London, August 31.—Mr. James O'Grady, Labor M.P. for East Leeds and President of the General Federation of Trade Unions, in an article in the Morning Post, today, reminds the delegates at the trade union conference which will meet at Blackpool on the 3rd that the future of democracy lies in their hands. He urges them to reject the idea of the Stockholm Conference, which can only lead to an inconclusive peace, fastening the yoke of conscription on all nations for a generation.

AUSTRALIAN SCRIP

(Reuter's Agency War Service)

London, August 31.—Australian Commonwealth scrip is in good demand and is now quoted at ½ per cent discount.

Inverness Copse' Defence Ranks with Delville Wood And Ypres, Says Mr. Gibbs

Stormed Under Great Difficulties by Light Infantry; Cut Off, Hold on Grimly Behind Lines of Dead

(Reuter's Agency War Service)

London, August 31.—Field Marshal Sir Douglas Haig reported today: The weather continues unsettled. The enemy heavily shelled our positions northward of Arleux-en-Gohelle and attempted to raid our line this morning, but were unsuccessful.

(By wireless).—A German official communique reports:—"We regained a portion of the ground we have lost, south-west of Le Catelet."

The struggle for Inverness Copse, a blasted wood 1,000 yards long by 500 deep, will rank with Delville Wood and Ypres in the story of the Army of Flanders. Mr. Philip Gibbs, giving details of the struggle, relates how the British Light Infantry, including the Duke of Cornwall's and the Somerset Light Infantry, swept forward on the 22nd, were held up by numerous concrete fortresses, the garrisons of which they bayonetted and finally gained a footing in the wood, with greatly reduced strength.

Then came a long series of counter-attacks, which were preceded by a tempest of shells from every German battery for miles around. The bombardments were followed by waves of stormers. Two waves were smashed, but a third and bigger one came on.

Runners were sent back for help, but many of them were killed. The Somerset Light Infantry, outflanked, fell back half-way through the wood, but grimly held on there the whole day, amid their dead and wounded comrades, with lines of German dead before them.

After a night of anxiety, the Germans, at 3.30 next morning, delivered a great assault against the Duke of Cornwall's Light Infantry. Waves of Prussians advanced, preceded by a veritable moving furnace of liquid flames, which were so violent that many Germans were burnt like moths in a candle. The British troops poured volleys into the attacking forces and finally the attack collapsed, leaving fields of dead and the thin line of British riflemen intact.

Congress Is Asked For G.915,000,000

Shipping Board Wants It For Commandeering Materials And Plants

(Reuter's Agency War Service)

Washington, August 30.—The Shipping Board has asked Congress for an additional Gold $915,000,000 for commandeering materials and plants for naval purposes.

HONGKONG'S GARRISON IS FURTHER DEPLETED

Fix High Age Limit For Military Service As Material Is Very Limited

(Reuter's Agency War Service)

Hongkong, September 1.—The Legislative Council today passed the third reading of the Military Service Bill. The Hon. Mr. H. E. Pollock lengthily criticised the provisions of the Bill and submitted that the age-limit should be reduced from 55 years to 45. He stated that there was considerable apprehension in the Colony lest, under the shadow of the Army Act, some derogation may take place of the natural civil rights of citizens in the Colony.

The Hon. Mr. C. E. Anton supported the Bill.

The Hon. Mr. S. H. Dodwell said that the great objection the Chamber of Commerce had to the Bill had been removed by the insertion of the clause limiting its duration (? to six months after the termination of the war).

The Attorney-General, replying to Mr. Pollock, explained that the high-age-limit fixed was because the material from which an auxiliary force can be built up in Hongkong was very restricted and it was desirable that all the material may be made use of for the force.

The Governor stated that, although he had remarked on August 2 that the War Office had determined to make no further reduction of the garrison of the Colony, since then war's necessity had compelled the War Office to reconsider their decision and they had actually applied to the General Commanding to withdraw still further units from the very depleted garrison of the Colony.

Canadian Government To Acquire Railroad

(Reuter's Agency War Service)

Ottawa, August 31.—The House of Commons has passed the third reading of the Bill authorising the Government to acquire the Canadian Northern Railway.

Peking Sees Chance Of Peace In South

Mandate Approves Li Yao-han As Governor; Settlement Foreseen By Officials

Reuter's Pacific Service to The China Press

Peking, August 31.—A mandate tonight sanctions the appointment of General Li Yao-han as Civil Governor of Kwangtung and accepts the resignation of the Tuchun, General Chen Pin-chun, in his capacity as Civil Governor. Official circles believe that this will prove the settlement of the Southern question.

Poland Gives Teuton Hopes A Great Blow

Resignation Of State Council Demonstrates Extent Of Anti-German Feeling

(Reuter's Agency War Service)

London, August 31.—The German newspapers, commenting on the resignation of the Polish State Council, which is now confirmed, admit that it constitutes a great blow to Germany's military and political hopes in Poland. The Kreuz Zeitung says that, apparently, the feeling among the Poles is anti-German to such a degree than even the circles which, up to the present, have been represented in the State Council have joined the opposition.

D'ANNUNZIO WOUNDED AGAIN; HAS LOST EYE

Italy's Poet-Hero Brings In Aeroplane Riddled With 127 Bullets

(Reuter's Agency War Service)

Rome, August 30.—The poet Gabriel d'Annunzio, who had already lost an eye in an earlier fight, was wounded again in the battle on the 19th, when his machine was pierced with 127 holes.

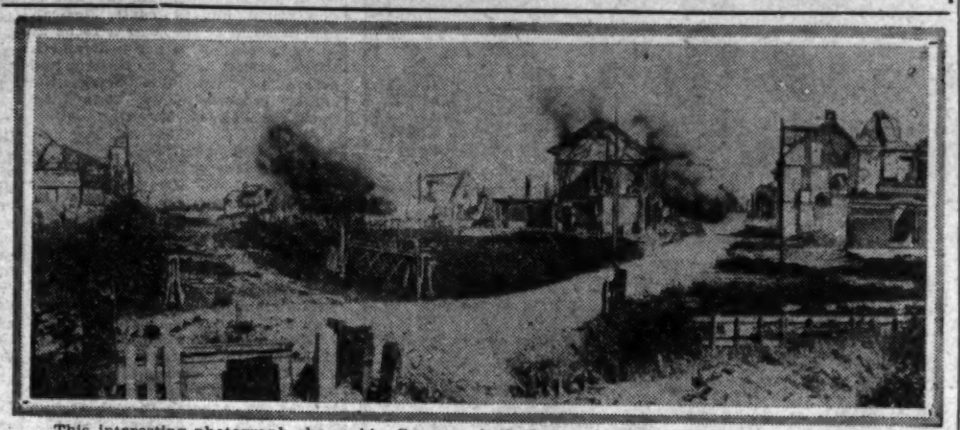
Morel Tried Running Pamphlet To Swiss

Charge Pacifist With Inciting Woman To Carry Letters Without Permit

(Reuter's Agency War Service)

London, August 31.—Mr. E. D. Morel, Secretary of the Union of Democratic Control, was charged at Bow Street today with inciting a woman to convey a pamphlet to Switzerland without a permit, contrary to the Defence of the Realm Act. The accused was remanded.

Germans Bombarding Belgian Town Of Nieuport



This interesting photograph shows big German shells dropping in the Belgian city of Nieuport. Nieuport has been under bombardment several times and is almost as frequent a target for the German guns as Rheims. (Belgian official photo.)

$21,000 IN GOLD STOLEN IN DAYLIGHT ROBBERY

Armed Highwaymen Hold Up Carriage Taking Bars To Smelter

In a bold daylight robbery four armed highwaymen held up a carriage on Robison Road yesterday morning and looted it of over $21,000 worth of bar gold which was being taken to the Ferry Road smelter.

The metal was the property of the Ta Foong Yuen gold shop, No. 119 Nanking Road, and consisted of ten bars weighing 70 ounces each. It was in charge of two apprentices and was being conveyed in a closed carriage to the Ferry Road plant for smelting. The robbers used a motor car to make their escape. They paid their chauffeur with one of the stolen bars and his frightened report of the matter to the police was the first notice of the theft. The attack on the carriage was made near the junction of Robison and Gordon Roads.

The indications are that the robbers knew where and when to look for their booty, as the gold was one of the shop's usual consignments. The men hired the motor car at the E. Tah Automobile Company's garage, 57-61 Hupeh Road and, it is thought, followed the carriage to the spot where the robbery was committed. Three of the men kept the driver of the carriage and the two apprentices at bay while the metal was being removed by the fourth. All then leaped into the car and disappeared in the direction of Jessfield. When they left the car they left one of the bars as payment. The chauffeur went to Central station and reported the matter and an investigation was begun. No arrests have been made as yet.

German Fleet Active Along Russian Coast

Combine With Big Air Squadron In Raids On Gulfs Of Riga And Finland

(Reuter's Agency War Service)

Petrograd, August 31.—An official communique reports:—We repulsed attacks southward of Ocna, in the neighborhood of Ireshti and also in Suchitza Valley, with heavy losses to the enemy.

Forty enemy aeroplanes carried out a series of raids on the islands in the Gulf of Riga and the Gulf of Finland and dropped 90 bombs on the warships and harbor-works. Enemy ships, torpedo-boats and submarines have been observed in the vicinity of our coasts, while enemy trawlers are operating in the Gulf of Riga.

Canada Gives Snub To Anti-Conscriptionists

They Called General Strike In Ottawa And One Hundred People Obeyed

(Reuter's Agency War Service)

Ottawa, August 30.—The general strike called by the anti-conscriptionist organisation as a protest against the passage of the Military Service Bill has ended in a fiasco. Only 100 people attended the demonstration.

Gerard's Dramatic Appeal To Stop War Didn't Get Answer

Told Chancellor He Knew Wilson Would Approve Any Act Toward Peace

(Reuter's Agency War Service)

London, August 31.—In today's instalment of his memoirs, which are appearing in the Daily Telegraph, Mr. James W. Gerard, late American Ambassador at Berlin, returns to the anxious week prior to the declaration of war and relates how everything pointed to Germany's fixed determination to have war.

Finally, when Mr. Gerard saw that there was practically no hope left, he addressed on July 30, 1914, a last despairing appeal to the Imperial German Chancellor, which, probably, is without precedent in the annals of diplomacy. This appeal was made by letter.

Mr. Gerard wrote: "Is there nothing my country can do, nothing I can do, toward stopping this dreadful war? I am sure President Wilson will approve any act of mine looking towards peace."

Mr. Gerard adds simply: "To this letter I never had a reply." War was declared on Russia the next day.

Venizelos Had Plan For Rushing Turkish Capital In Fortnight

Would Catch City Unprepared, He Said; King Objected, Scared Of Germans

(Reuter's Agency War Service)

Athens, August 31.—The Greek Premier, M. Venizelos, has been making a whole series of revelations in the Chamber concerning the mysterious history of the past two years. He explained how his policy of co-operation with the Allies was constantly thwarted, either by the shilly-shallying of King Constantine, who was afraid of a victorious Germany, or by the reactionaries and Germanophiles surrounding the Throne.

If his policy with regard to the Dardanelles had been carried out, a Greek army would have been landed secretly on Gallipoli, which was then defended by only 6,000 Turkish troops in the scattered forts and the Greeks would have entered Constantinople within a fortnight. In a similar manner, the plans of M. Venizelos for an immediate attack on Bulgaria when the latter entered the war and was entirely unprepared were rejected by Constantine, who replied: "We shall be beaten by Germany."

M. Venizelos concluded his speech by quoting the tablet in the Palace of Westminster commemorating the trial of Charles I. for usurping the liberties of the people and announced his intention of erecting a similar tablet in the Greek Parliament, proclaiming the dethronement of Constantine.

Egypt's Cotton Area Reduced by One-Third

(Reuter's Agency War Service)

Alexandria, August 30.—The Government has decided to restrict the cotton acreage during the coming season by one-third, or about 600,000 feddans (21,000 acres).

CENTRAL DISTRICT FIRE CAUSES GREAT DAMAGE

Blaze Attacks Six Buildings On Szechuen Road North Of Continental Hotel

One of the biggest fires of the summer occurred yesterday at 245 Szechuen Road, the building north of the Continental hotel, occupied by a Chinese cinematograph company. The fire spread to six Chinese buildings to the north, also occupied by Chinese, each of which suffered serious damage.

The blaze started shortly before three o'clock in the cinematograph company's premises and was burning briskly when the Fire Brigade arrived. A defective electric fuse is believed to have been the cause. The roof was soon ablaze, spreading to the roofs of the adjoining buildings. It was at first thought the Continental Hotel also would catch fire and some of the occupants began to move their luggage but the wind was coming in the opposite direction and the hotel was not at all damaged. Several exchange shops and other shops on the ground floor were quickly vacated in fear of trouble.

In half an hour the Brigade had the blaze under control and shortly afterward it was extinguished.

The heaviest damage was done to the building at Number 245, where the second floor was completely burned out. The second floor in each of the other buildings, 241, 242, 243, 244, 245 and 270, also was damaged. The amount of the damage had not been estimated last night.

The buildings are all owned by Mr. S. A. Hardoon. They were not insured.

One of the results of the fire was the tying up of tramcar traffic for an hour.

Trade Intelligence Scheme Sanctioned By British Cabinet

(Reuter's Agency War Service)

London, August 31.—The War Cabinet has sanctioned the new commercial intelligence scheme mentioned on the 21st, which provides for the creation of an enlarged Commercial Intelligence Department, a wide expansion of the system of trade commissioners within the Empire and the strengthening and developing of the commercial attache and consular services. The new department will eventually comprise the existing Department of Commercial Intelligence at the Board of Trade and the Foreign Trade Department at the Foreign Office and will be represented in Parliament by a Parliamentary Secretary.

The appointment of the central trade commissioners will remain with the Board of Trade and the appointment and control of Commercial Attaches to the Consular Service with the Foreign Office, but the work of the new Department will comprise all matters dealing with commercial intelligence and, as far as is necessary for that purpose, it will give directions to the overseas services and make the necessary arrangements to keep them in close touch with the commercial classes in the United Kingdom.

BRYAN CONVERTED; WAR TO A FINISH, NOW HIS SLOGAN

Greatest U.S. Pacifist Says Peace Policy Is To Support Government

DOWN GERMANY

Only End To Contest Can Be Overthrow Of Teuton Empire

NO PEACE MIRAGE

Declares Daniels; Stick To Full Program Until Treaty Signed

(Reuter's Agency War Service)

New York, August 30.—William Jennings Bryan, who, up to the present, has been the most prominent pacifist in America, has started to tour the country in favor of war to the finish. Speaking in Chicago, today, he said that he found the desire to support the Government almost universal.

"Any dissension among us as to the prosecution of the war will have a tendency to prolong it and make it more costly in men and money. The more anyone favors peace, the more loyally should he support the Government as the only means to hasten peace. There can be but one end to the war, namely, the overthrow of Germany. We shall, of course, win the war."

Charleston, W. Va., August 30.—Secretary of the Navy Daniels, in a speech today, emphasised that no single item on the program of preparation would be remitted until peace had been actually signed. American citizens need have no fear of any slackening of activities by a mirage of peace which would be no peace.

Petrograd, August 30.—Thanking President Wilson for his message assuring Russia of the continued support of America, M. Tereschenko, the Minister for Foreign Affairs, has telegraphed that the Moscow Conference shows that the entire Russian people share with the people of America their faith in the common victory of the Allies in the name of justice and liberty.

STILL ANOTHER SILVER RECORD IS ESTABLISHED

46d. Is Highest Price Since August, 1891; China Exchanges Reported Firm

(Reuter's Agency War Service)

London, August 30.—Samuel Montagu's weekly silver report says: The price of 46d. is a fresh record since August, 1891. The rise is due to the scarcity of supplies. Buying orders continue.

China exchanges are firm, but the inclination to rise has been arrested for the moment. It should be remembered, however, that this is not the season when the China trade is most active.

The new minimum price for India Council allotments will have no direct effect on the value of silver. The silver holding of the Indian Treasury has increased by ninety-three lakhs.

Austria Is Saddled With Huge Deficit

Forty-Nine Million Crowns In 1915-16, It Has Now Risen To 3,344,000,000

(Reuter's Agency War Service)

Zurich, August 30.—The Austrian Budget for 1916-17 shows a deficit of 3,344 million Crowns, as compared with 49 million in 1915-16. The two heaviest items of expenditure are 1,761 million Crowns as interest on war loans and 1,650 million for the support of soldiers' families. Special direct war expenditure is not included in the Budget.

U.S. WAR RELIEF BODY NOW READY FOR WORK

Great Interest In Aim Of Association Is Being Shown Throughout China

The organisation of the American War Relief Association being completed, the work has begun. The interest in the association's aims is shown by the numerous inquiries received from all parts of China concerning articles to be made, patterns, materials and so forth.

The Women's Exchange, the proceeds of which will go to the War Relief funds, will be opened very soon on the corner of Szechuen Road and Avenue Edward VII. Also the work rooms in the Fearon, Daniel building on Kiangse Road will be ready for use in about a week.

At a meeting of the American War Relief Association held Tuesday afternoon an advisory committee was appointed composed of the following persons:

Mr. L. Everett, President.
Mrs. W. L. Merriman, 1st Vice-President.
Mrs. J. B. Fearn, 2nd Vice-President.
Mrs. William Morris, Recording Secretary.
Mrs. P. L. Bryant, Corresponding Secretary.
Mr. F. J. Raven, Treasurer.
Consul General Sammons, representing American Consulate General.
Judge Lobingier, representing U. S. Court for China.
Miss Ellen Jansen, representing American Woman's Club.
Mrs. H. P. Sailor, representing American Women's College Club.
Mr. J. C. Shengle, representing American Association of China.
Mr. C. H. Blake, representing American Chamber of Commerce of China.
Major C. J. Holcomb, representing American Far Eastern Bar Association.
Mr. M. F. Perkins, representing American University Club.
Lieut. Olsen, representing American Volunteer Co.
Mr. G. F. Ashley, representing American Athletic Club.
Mr. Wm. Morris, representing U. S. Navy League.
Dr. W. H. Lacy, representing American Missionary Residents.
Mr. C. D. Magrath, representing Navy Y.M.C.A.
Dr. W. T. Findley, representing American Club.
Dr. N. L. Downs, representing Shanghai Baseball Club.
Mr. W. A. B. Nichols, representing Columbia Country Club.
Mrs. C. H. Blake, Mrs. J. D. Gaines, Mrs. C. S. Lobingier, Mrs. J. J. Connell, Mrs. C. P. Holcomb, Mrs. M. F. Perkins, Mrs. W. S. Fleming, Mrs. W. H. Lacy, Mrs. W. A. Reed, Mrs Thomas Sammons.

The Executive Committee is composed of officers of the Association, and the following:

Mesdames C. P. Holcomb and M. F. Perkins, Dr. W. T. Findley and Messrs W. A. B. Nichols and J. C. Shengle.

The Sub-Committees consist of:

American Women's War Relief Work—Mrs. W. L. Merriman, Chairman; Mrs. J. B. Fearn, Vice-Chairman; Mesdames Arnold, Ashley, Barkley, Bryant, Connell, Everett, Fairchild, Holcomb, Lobingier, Perkins, Huffin, Sammons, Sites, Tucker, Woodbridge.

Council of Helpers—Mesdames Blake, Benjamin, Cobbs, Clapp, Dollar, Gaines, Graves, Fleming, Gallagher, Lunt, McCracken, Magrath, McMichael, Raven, Swan, Sutterle, Sailor, Wisner, Miss Jansen.

Membership—Mr. W. A. B. Nichols, Chairman.

Finance—Mr. F. J. Raven, Chairman.

Women's Exchange—Mrs. C. H. Blake, Chairman.

GT. BRITAIN BALANCES HER SUPPLIES OF TEA

No Cause For Alarm Yet, Says Food Controller, But Advises Strict Economy

(Reuter's Agency War Service)

London, August 30.—The Food Controller states that, at present, there is no cause for alarm concerning supplies of tea, although the utmost economy is very desirable. The stoppage of the importation of China and Java teas has been more than balanced by the prohibition of exports except under licence. Shipments in July were well above the normal requirements and adequate imports were to be expected during the succeeding months, while supplies in the country are considerable.

TURKS DRIVEN BACK

(Reuter's Agency War Service)

London, August 31.—An official despatch from Egypt reports.—We advanced our line on Thursday night, on a front of 800 yards, south-westward of Gaza, despite a considerable artillery bombardment and machine-gun fire. Our losses were insignificant.

Our aeroplanes obtained eight direct hits on the engine-sheds at Maan, on the Hedjaz railway and caused damage to a field-battery and other troops. They have all returned.

25,000 New York Troops Parade City

(Reuter's Agency War Service)

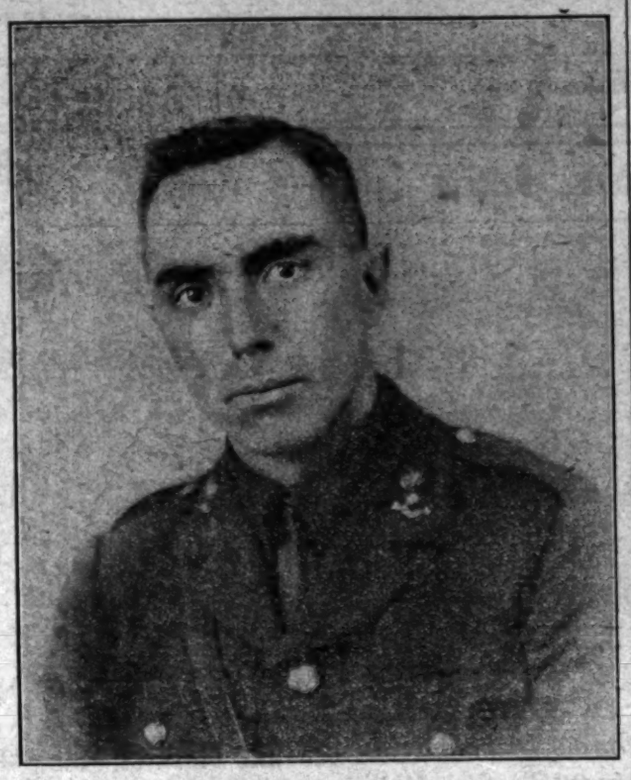
New York, August 30.—A huge gathering of spectators enthusiastically greeted 25,000 troops belonging to New York State regiments, who marched through the City today to their training camp.

ITALY'S GRATITUDE

(Reuter's Agency War Service)

Rome, August 30.—In reply to King George's congratulations, the King of Italy telegraphed that the advancing Italian army is happy to hear the sound of the British guns on land and sea, which clearly manifests the close brotherhood existing between the two armies in their common effort against the enemy, who must be defeated.

Shanghai Offering in Allies' Cause



Lieut. H. E. Pollard

Lieut. H. E. Pollard, who gave up his work in the Shanghai Public Works Department to enlist in the British army, had a distinguished career in the field before he laid down his life. London exchanges give the following account of his record in the service as well as of his death:

Soon after his arrival in this country, Mr. Pollard was gazetted as a second-lieutenant in the 7th East Lancashire Regt., and entered on his training with the battalion. But after a time he was transferred to the Royal Engineers, with which he originally hoped to serve, and was drafted out to the Dardanelles, where he was awarded his second star. He was entrusted with much responsible work, and the manner in which he carried it out was recognised by his name being included amongst those mentioned for distinguished and gallant service rendered during the period of General Sir Charles Monro's command of the Mediterranean Expeditionary Force."

Lieut. H. E. Pollard had since the Dardanelles been transferred to the Western front, where again he did useful work, as is evidenced by Captain R. Mitchell's letter of June 27 announcing his death as follows:—"It is with sorrow I have to write to tell you of the death of your son, Lieut. H. E. Pollard. He was killed by a shell at 3.30 yesterday (Tuesday) morning, and was buried in the military cemetery nearby this morning. I am having a cross made for his grave. He was killed instantly, and suffered no pain whatever. Your son's death has been a great shock to all the company, and specially to his two comrade officers, Lieut. Hall and myself. He was a careful, conscientious, and energetic officer, and one who will be most difficult to replace. I shall, personally, never forget him."

President And Tuan At Odds Over The South, Is Report

(From the Chinese Press)

Friction between the President and Premier is again apparent and General Feng Kuo-chang is said to have sent for Mr. Sun Hung-yi, former Minister of Interior, one of the strong opponents of General Tuan Chi-jui, to go up to Peking to counterbalance the power of the Premier.

Heated arguments are daily going on between the two executives over the South. Interruption of communications through the recent flood is said to be the only reason why Tuan has not carried out his plans to suppress the independent provinces with armed force, in spite of the fact that President Feng has been anxious to effect a compromise with them.

The Tuan Cabinet, while pretending to welcome a compromise, is making every preparation to despatch troops and arms and munitions as soon as traffic is improved. On the other hand, Feng's subordinates are showing many signs of dissatisfaction with Tuan's policy, although the President remains quiet.

Mr. Chang Yao-tseng, former Minister of Justice, has interviewed the Chief Executive, requesting him to effect the convocation of Parliament and President Feng has asked the provinces to state their views whether the election of a new parliament or the old one is preferable.

The actual money to be received from the Yokohama Specie Bank by the Chinese Government for the 10,000,000 Yen advance on the so-called Reconstruction Loan from the Yokohama Specie Bank, will be only $5,200,000. The transaction has been termed by one of the leading papers in the metropolis as the attempt to satisfy one's thirst by drinking poison. As the Yen is now worth only 67 cents Mexican and payment of the loan is to be at a deduction of 8 per cent and a year's interest also is to be deducted before payment, this brings the actual proceeds down to a little more than $5,000,000.

Admiral Yao Hua-wen, the new Chief of the Admiralty, arrived at Peking Friday and was received by Admiral Liu Kwan-hsiun, the Minister of Navy.

President Feng is expected to either reduce the death sentences imposed on Lan Chin-chung and Chang Chung-fang, the two Ministers under the ten-day Manchu Restoration, or else pardon them entirely.

Order has been restored in Hunan according to a report of General Chen Fu-chu, commander of the First Division, who was slightly injured by a bomb thrown at him while out in the street of Changsha.

On account of the uprising of bandits and mutiny among recruits at Yuchen, near Tsinanfu, Tuchun Chang Huai-chi hurriedly left for his post Thursday.

Troops at Chungking, Szechuen, have mutinied, according to the Chung Hua Service. The Acting Tuchun, Chao Tao-kang, has left Yuchow for Chengtu and has reached Pihshanhsien. The division commander, General Koo Ping-chen, has asked for Peiyang troops to proceed to Szechuen.

The ex-Minister of Austria-Hungary, A. von Rosthorn, will come to Shanghai in the middle of the month. He has requested through the Dutch Minister a safe conduct similar to that granted by the Allied Powers to von Heintz, the German ex-Minister.

Chang Chi and Tai Tien-chiu, the Kuomintang leaders now in Tokio, called on Lieutenant-General Tanaka, assistant chief of the Japanese Staff, Saturday.

Rumors are current that Hunan declared its independence yesterday although no definite report has been received. Fu Liang-to, the new Tuchun against whom there has been so much opposition, arrived at Hankow yesterday on board the gunboat Kiangyuan, escorted by the gunboat Chuyu. He is staying with the Hupeh Tuchun, General Wang Chuan-yuan. Wang has called for a military conference of all the officers under his command today. The Joint General Chambers of Commerce at Hankow and Wuchang will also meet today to discuss the war and the southern questions.

Inspector-General Lu Yung-ting is expected to arrive at Canton today as a mediator.

President Feng ordered Minister Liang Chi-chiao of Finance to prepare for the war budget of the sixth year of the Republic.

MORE FOOD CONTROL

(Reuter's Agency War Service)

London, August 30.—The Government is taking over the importation of bacon, hams and lard and establishing buying agencies in the countries supplying these articles. Maximum selling prices for these articles and also for cheese and butter are impending.

News Brevities

Bishop Roots arrived yesterday from Tientsin on the China Navigation steamer Ngankin.

* * *

Mr. F. N. Matthews of Lowe, Bingham and Matthews was among those who left for Canada last evening. He will be away only a short time.

* * *

Three Filipinos were fined $15 each and another $5 in the United States Consular Court by Vice-Consul Perkins, sitting as magistrate, yesterday. They were charged with disorderly conduct in connection with a fight in which another Filipino is charged with fatally stabbing a Chinese youth.

* * *

Mr. J. Eitzen, Norwegian Consul-General here, will leave in a few weeks for Tokio to assume the office of Norwegian Charge d'Affaires there, the position to which he has been promoted.

* * *

Pidjin-English is a weird and wonderful method of thought transference. Almost as wonderful will be found the "Japano-English" contained in Messrs .Gande, Price and Co's. advertisement in today's issue. Besides amusing you, it will pay you to read it.

* * *

More than forty German and Austrian officials and civilians have signified their intention of leaving for home on the next Dutch mail boat. They have applied for safe-conduct papers from the Investigation Bureau of the Office of the Commissioner of Foreign Affairs. The next available steamer will probably arrive at Shanghai the latter part of this week.

* * *

Mr. R. A. Curry sailed on the mail steamer yesterday for Japan, where he will spend a short vacation.

AUSTRALIAN PROFITS TAX

(Reuter's Agency War Service)

Melbourne, August 31.—The Government has agreed to exempt profits under £1,000 from the War-time Profits Tax. The House of Representatives has rejected a proposal to exempt the profits of wool-buyers from the Profits Tax.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Yawata M. Sept. 4
Per N.Y.K. s.s. Kumano M. Sept 6
Per N.Y.K. s.s. Hakuai M. Sept. 7
Per N.Y.K. s.s. Y'shiro M. Sept. 11
For U.S., Canada and Europe:—
Per C.M. s.s. China..... Sept. 8
Per T.K.K. s.s. Shinyo M. Sept. 10
Per P.M. s.s. Ecuador....Sept. 15
For Europe:—
Per N.Y.K. s.s. Hitachi M. Sept. 5
Per N.Y.K. s.s. Iyo Maru Sept. 21

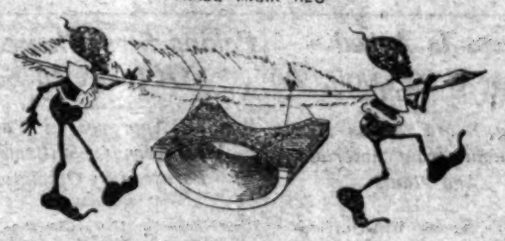
"JOHN HAIG"

Perpetual Blotters

J. M. PAT NO. 41503.

"STERLING BLOTTER."

TRADE MARK REG



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Invented with the latest chemical knowledge to drive blotting paper absolutely out of use
Having an astonishing blotting power, never spoil the surface of the paper with ink sucked up.
Being framed with metalic-netting, guaranteed from break.
Good for as long as its shape is maintained, because the blotting power is never impaired by any long using.
The shape is designed by the inventor's hard toil and application to suit an easy handling.
Elegant appearance serves to decorate the desk.

Cautions on Using.

When a long using makes the blotting surface dirty with dust and ink residue so as to weaken the blotting power, you can restore it by sparting pure water over the surface after rubbing evenly the surface with fine glass paper

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If your money is not earning seven per cent, it is not invested as profitably as it should be.

These are times demanding the greatest economy and requiring that the greatest care be taken to secure safe and profitable investment for all money not required for immediate use.

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We have for sale in amounts of G.$10 or more Preference Shares paying interest at 7% per annum.

TAEL INVESTMENTS

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ON ROUTE VALLON, containing dining and drawing rooms, large halls, 4 bedrooms with built in closets and cupboards, 3 tiled bathrooms with latest modern fittings, large veranda and servants' quarters, garden, tennis, etc. Tls. 25,000.

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ON ROUTE VALLON, containing drawing room, dining room, four bedrooms, three baths with modern fittings, large clothes closets, maid's room, servants' quarters, all screened. Garden and tennis court. Tls. 20,000.

ON ROUTE CORNEILLE, containing drawing room, dining room, three bedrooms, two bathrooms with modern fittings, garden and tennis. Tls. 20,000.

LAND FOR SALE

ON ROUTE SAY ZOONG, 2½ mow suitable for foreign residence.
ON RUE LAFAYETTE, 10 mow suitable for one one or more foreign residences.

WANTED

GODOWN SPACE—about 20,000 square feet.

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OFFICES TO LET

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Two rooms at 35 Nanking Road.

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15 Nanking Road, 3 large rooms, baths, kitchen, pantry, servants, etc. Tls. 100 per month.

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Cut this out and mail it to us

Raven Trust Co., Ltd.
Gentlemen,
I should like information on the subject against which I have marked a cross (×).

	A Safe Investment for $.....
	Life Insurance
	Fire Insurance
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Signed .....
Address .....
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A Savings Account

should be given the same consideration and attention as that given larger investments by the capitalist. The two most important points to be considered are

SECURITY OF INVESTMENT AND PROFITS ON INVESTMENT.

I. S. S. PREMIUM BONDS

possess both qualifications

How many people start a bank savings account, and when their first enthusiasm dies down, the account dies with it. WHY ?—For the reason that there is nothing stimulating that will keep the good intentions alive. Were the Monthly Drawings eliminated, Premium Bonds would nevertheless still be a No. 1 Investment, but it is the fact that each month all Bonds participate in the drawing, and

10 PER CENT.

of the

TOTAL ARE AWARDED A RETURN

thus making this investment one that is always stimulating and active.

It does not follow that one should live continuously in Shanghai, in order to derive the ultimate benefits and profits from this investment. If it becomes necessary for a bondholder permanently to leave China, he can arrange to pay his premiums quarterly, semi-annually or annually, and his Bond would participate in drawings and all returns be forwarded to him,

$12.00 saved each month by investment in an I. S. S. PREMIUM BOND entitles you to participate in each monthly drawing, with the possibility of being returned from **$12.00 to $2,000.00,** and the guaranteed return of your whole capital, plus a share of profits on investments.

September 15 — **$11,000.00** — September 15

will be returned to 10 per cent. of the total Bondholders.

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Special Representative

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General Managers

DICTATOR OF OCEAN TRAFFIC IS SCHEME OF SHIPPING BOARD

Proposed Official to Direct Sailings, Classifications And Rates —President Orders Embargo On Metals Even For Allies

TO COMMANDEER CHARTERS, NOT VESSELS THEMSELVES

Practically Whole Sea Trade Of World Would Be Under Allied Control—Coastwise Craft In Atlantic Service

Washington, August 2.—A dictator of sailings, freight rates and classifications for American merchantmen is the plan of the new officials in the Shipping Board and Emergency Fleet Corporation. The post, if created, will be subsidiary to the Board. The intention is to exercise control through commandeering charters instead of vessels themselves.

How urgent is the need for transatlantic tonnage was revealed in an order President Wilson sent today to the Embargo Board's Division of Exports Licenses. The order cuts off steel exports even for America's allies after August 15 unless devoted to war purposes.

Japan's Merchant Marine

Japan has been a large buyer of American ship plates and has been building up a great merchant fleet. About 4 per cent. of her tonnage is in the Atlantic and the remainder is carrying Pacific cargoes at extremely high rates. In some quarters the official rulings were taken to indicate that action had been taken to prevent the importation of metals by Japan, so as to force her to use her merchant fleet for war purposes but that interpretation of the situation was denied by officials.

The board held an all-day session to discuss questions of charter, commandeer and operation. Its plan for a dictator is known to be favored by several members. It has also been suggested that a separate subsidiary, like the fleet corporation, be formed.

Two Plans Considered

The Bureau of Operations would handle all work pertaining to the actual sailing of American vessels, including rates, chartering, repairing, classification for certain trades and naming of sailing ports. It would control charters to the Allies, to neutrals and for our own war and domestic needs. The director of operations would be a man thoroughly familiar with shipbuilding and probably would draw a salary of $15,000 or more.

No decision was reached by the board today on the matter of requisitioning charters. Most of today's session was devoted to this question, and it will be taken up again tomorrow morning. The discussion of the board has hinged around the advisability of taking over all American bottoms or the more simple commandeering of charters.

To Affect World Trade

By commandeering the charters the Government leaves to the owner his natural interest in the boat, and in cases where the owner shows a willingness to bind himself by shipping regulations his boats can be rechartered back to him by the Government, so that he has both the ownership, and the actual charter of the vessels, although the Government has the original charter, through which it can control operators and force them to live up to the regulations.

An advantage in commandeering charters is that thus many American coastwise vessels now engaged in the Pacific and South American trade will be diverted to transatlantic runs. Their places will be taken to a large extent by neutral ships and by Japanese tonnage.

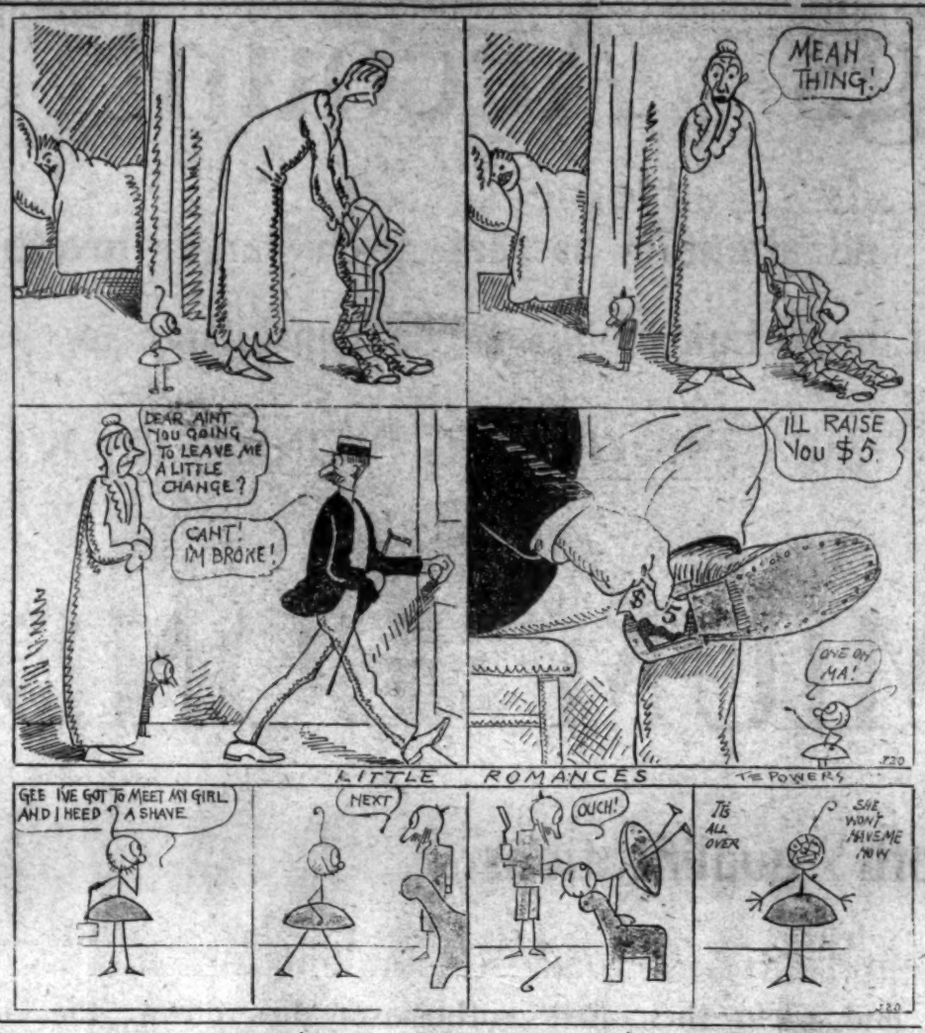
No plans have yet been laid for the chartering of Allied vessels, but the shipping representatives of the nations warring against Germany have offered this Government every facility for a joint shipping control. Through the Export Council's control of bunker coal the Government is able to affect indirectly the operations of ships coaling in American ports. If the Shipping Board can control the operation of the ships it commandeers and builds, the majority of the world's shipping will be under Allied control. Moreover, the Norwegians have offered to supply this Government with ships on condition of certain food supply concessions.

Britain Needs Ships

Great Britain, it was learned today, is about ready to recall British ships which have been put at the disposal of her allies. Continued sinkings are said to have made it necessary that every British vessel be used in supplying the British people and armies. This situation may have had its share in prompting Mr. Wilson's embargo order. Under it iron, steel plates and structural shapes will be restricted from export even to our allies after August 15 except through special license, according to further instructions issued to the Export Council by the President today. Other shipments will be licensed freely, but iron and steel plates, pig iron, iron and steel scrap and steel billets will be licensed only when the articles are destined for actual war purposes or purposes contributing thereto.

Nomination of Bainbridge Colby of New York as a member of the Shipping Board was reported favorably today by the Senate Commerce Committee. Senator Calder's objection to favorable action was voted down.

Joys and Glooms By Tom Powers


MEAH THING!
DEAR AINT YOU GOING TO LEAVE ME A LITTLE CHANGE?
CAHT! I'M BROKE!
ILL RAISE YOU $5
ONE ON MA!
LITTLE ROMANCES
T.E. POWERS
GEE I'VE GOT TO MEET MY GIRL AND I NEED A SHAVE
NEXT
OUCH!
SHE WON'T HAVE ME NOW

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both suffer if you are a victim to constipation. The remedy is

PINKETTES

the little gentle-as-nature laxatives which dispel constipation, liverishness, bilious headaches, clear the complexion and purify the breath. Of all chemists, or post free 60 cents the vial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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Scientific, ready-mixed paints guaranteed to stand the climate.

PATTONS 4 LEADERS

STANDS

A quick-drying, perfect, flat, high-class washable wall paint.

PATTON'S Velumina — HARVARD RED — PATTON PAINT COMPANY MILWAUKEE, WIS. — NEWARK, N.J.

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PATTON'S Princess Floor Paints — LIGHT DRAB — PATTON PAINT COMPANY MILWAUKEE, WIS. — NEWARK, N.J.

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Our large stock contains over 100 specially selected designs in beautiful

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ranging from **80** *cts. to* **$5.00** *per yard, and includes some very pretty bird and period patterns.*

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Some charming colour effects in SHADOW-OMBRA. We now have a large selection of over 50 patterns in this beautiful fabric, prices from

$2.00 *to* **$4.50** *per yard*

Loose-Covers *made and put on the furniture by our new staff of upholsterers. Estimates given upon receipt of instructions.*

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An Announcement

We are at last able to announce the arrival of a shipment of GOODYEAR TYRES, for which we are the sole agents in China.

In the three main points which make for tyre mileage, economy and greatest tyre comfort, Goodyear tyres excel.

First, they are made only from new plantation rubber. Not an atom of reclaimed rubber is used in any Goodyear tyre. Thus, they are flexible, buoyant and live. They offer the maximum of resistance against stone-bruise, rim-cut and blowout.

Goodyear tyres give extremely long mileage per gallon of gasoline, because they have wonderful coasting qualities. They offer a tyre service free from worry.

They are built to over-size and contain an abundant quantity of compressed air under inflation—the most perfect cushion known.

Goodyear Tyres Are Standard Equipment on

The Franklin
The Packard
The Locomobile
The Peerless
The White

They are being rapidly adopted by many other of the larger and higher priced automobile builders in America. The Pierce Arrow is equipped with them.

GASTON, WILLIAMS & WIGMORE FAR EASTERN DIVISION, INC.

4 THE BUND AGENTS FOR CHINA SHANGHAI

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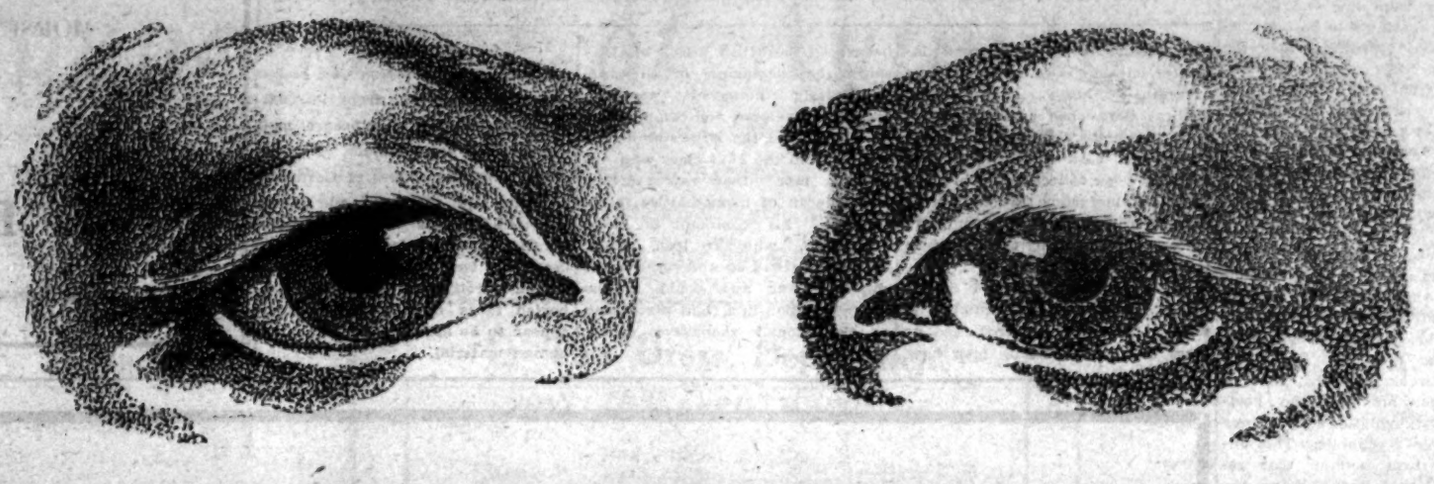


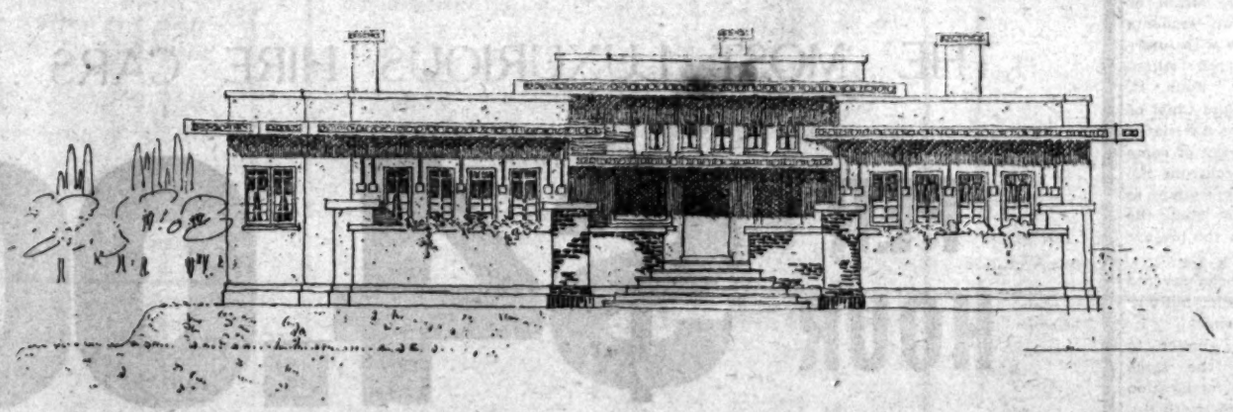
It is every man's duty

to provide for his wife and children and those dependent on him.

Buy A Home

and you will have provided for your family. Buy it out of your savings, for a home is a splendid depository for the money which you save year by year. A home pays a generous profit on your money and ensures security of the principal.

Real Estate Values Are Going Up



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Kerensky Is Absolutely In Control Of The Masses, Says American Financier

Vice President Of International Corporation Tells The World Teuton Counter Attacks Have United Russian People—Government Stronger Than Week Ago—Germans Naively Bewail Petrograd Exaggerations Of Bad Conditions

By Cyril Brown

Stockholm, August 2.—"The present Russian Government is much stronger today than two weeks ago," according to Frederick Holbrook, Vice President of the American International Corporation, who was the last American to reach Stockholm from Petrograd before the closing of the Russian frontier.

Mr. Holbrook, who has represented the corporation in Russia for a year and a half, knows the financial and economic conditions of the country thoroughly, and has had several long conferences with Ira Nelson Morris, the American Minister here, regarding the internal conditions of Russia, his calm business view of the situation being particularly timely owing to the alarmist rumors current since the closing of the border.

German Peril Unites Russia

I gathered from Mr. Holbrook that Premier Kerensky has the situation absolutely in hand and it will not get away from him if he lives. "Kerensky's hold on the masses is absolute," said Mr. Holbrook. "He is one of the most magnetic men I ever met."

"The German counter offensive," said Mr. Holbrook, speaking of the situation at the front, 'hit the Russian people by surprise because they implicitly believed their own offensive would continue successfully. But the German offensive has not had a demoralising effect. On the contrary, it is having the effect of consolidating the people and bracing them up. In the face of new danger threatening the fruits of the revolution the Russians are getting together.

"The uneducated masses particularly had a false idea of liberty. They did not understand that their newly won freedom meant the right to work harder than ever before. A lot of them thought liberty meant to do as they pleased, and consequently they did nothing."

Mr. Holbrook said that this wrong notion of liberty had had a deleterious effect on ammunition production, but that conditions all around were improving. "The Government is now going ahead with a firmer hand," he contiuned, "and the Russian people themselves are tired of chaos. They want law and order."

Cronstadt continues to be the running sore and breeding center for anarchy and other internal troubles, I gathered from Mr. Holbrook, but otherwise the situation may be regarded as hopeful.

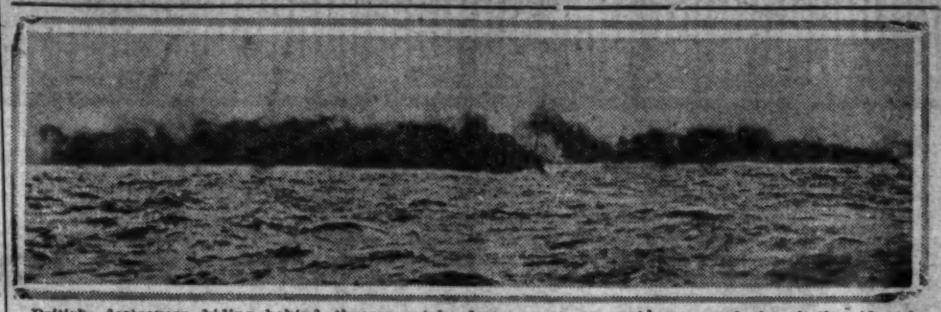
Eager For American Ideas

"Russia offers a splendid field for American business and professional enterprise after the war," said Mr. Holbrook. "We have already done a lot of business in Russia. I found the Russians not only receptive but eager for American ideas. Today America and Americans stand better with the Russian people than any one else."

Mr. Holbrook thought that if Kerensky has his way the post-revolutionary evolution of Russia would lead to a republic. This unbiased American opinion that reports of internal and military disintegration are greatly exaggerated, in many cases quite baseless, is curiously shared also by the highest German leadership which is taking no stock in rumors of a Russian debacle. The inside German verdict is that the Russian Army is still an unbroken, efficient fighting organisation, and it has been putting up a stiff fight, causing the first line German troops to extend themselves to the limit.

In fact German military circles, with unconscious humor, charge that the daily official Russian reports are mendacious in that they paint a far more pessimestic picture of events at the front than is the case, purposely exaggerating bad conditions and the morale in the Russian Army so as to influence Russian public opinion, and cause the people to realise the necessity of harmony in carrying on the war. This German attitude is unique as being the first time during the war that official reports of their enemies have been branded as a tissue of lies for being too truthful and telling unpleasant facts.

Smoke Screen Tactics With The British Navy



British destroyers hiding behind the smoke screen they have thrown out. These screens are sometimes thrown out by destroyers to conceal the movements of a battleship fleet in action. Such a smoke screen was used by both sides in the famous Battle of Jutland between the British and German grand fleets.

ALLIES LOOK TO U. S. FOR QUICK ACTION

Gen. Maurice Says Large American Force Must Be Had Soon

London, August 2.—Patient and methodical attacks form the program of Gen. Haig in Flanders, for by such methods he is able to inflict heavy losses on the Germans without losing many men himself, said Major Gen. Maurice, Chief Director of Military Operations at the War Office, in his weekly talk with the Associated Press correspondent today. He added that Russia could no longer be relied upon to give material assistance to the Allies and that because of this the United States must throw a large force into the battle line as soon as possible.

"This week," he said, "the battle in Flanders was an entire success. Gen. Haig fixed a definite line of objectives; and, speaking generally, he attained it successfully. On the southern third of the front he attacked and gained his objective easily. On the northern third the enemy's resistance broke down so completely Gen. Haig felt justified in permitting his troops to go well beyond the objective. In the central third we fell a little short of the objective owing to stubborn resistance."

Gen. Maurice said the British commander's next move was to determine another objective and then, after the customary process of preparation, to proceed similarly to achieve it.

"In cases of this kind," he continued, "the objective line depends mainly upon the range of the artillery. The attacks must be patient and methodical. In this way we can gain ground and inflict heavy losses on the enemy without heavy losses to ourselves. That is the system we used at Arras and at Messines, and the one now being used in Flanders.

"In this week's battle we cooperated with the French. There were about six times as many British troops as French soldiers. Of the British four-fifths were purely English and one-fifth Anzac (Australians and New Zealanders), Welsh and Scotch. No Irish or Canadian troops participated."

Of the Russian situation Gen. Maurice said: "Looking from the broadest aspect at the events of the past fortnight in Russia it necessarily will mean a prolongation of the war. We cannot longer count on any great material assistance from Russia. This means a greater burden on the other Entente Allies, and for the United States it means that she must come into the field as soon as possible and with the greatest possible force."

GERMANS PREPARED FOR NAVAL ATTACKS

Whole Belgian And North Sea Coasts Intensively Fortified, Jellicoe Warns

London, August 2.—Suggesting, as he phrased it, "a strain of thought which American students of the war might pursue with interest and advantage to the Allied cause," Admiral Sir John R. Jellicoe, First Sea Lord and Chief of the Naval Staff, told the Associated Press correspondent today of some of the difficulties that confront the Allied fleets should they attempt to strike at the Germans along the coast of Belgium behind the present lines.

Such a plan has been favored strongly by some high military authorities in Washington.

"The Germans have applied to this length of coast the same principle of intensive fortification adopted higher up on the North Sea and the island of Heligoland," said the Admiral. "The coastline is studded with heavy guns which in themselves constitute infinitesimal targets at a range of more than twenty thousand yards on which any bombardment could be carried out.

"Moreover, the enemy has not been slow to make fullest use of aircraft and smoke screens by way of protection. Ostend offers the best target, but it can only be attacked at rare intervals when a favorable combination of wind, weather and sea conditions can be attained. Zeebrugge in the real sense of the word is not a naval base, but merely an exit from the island port of Bruges, with which it is connected by a wide deep-water canal. There is little to hit at Zeebrugge.

"Still I hope that the problem which the Belgium coast presents is not unsolvable."

Boyish Faces Of Prisoners Betray Lack of Fighters

British Front in France and Belgium, August 2.—Due to the complete preparation made for Tuesday's assault in Flanders the British casualties have not been excessive, but the condition of the battlefield and statements by prisoners indicate that the German losses were exceedingly heavy. The British Medical Corps has again evinced a most complete organisation. At 8 o'clock last night all British wounded had been collected and brought back to emergency stations. More than 4,000 prisoners with some sixty officers were taken by the British in the Ypres salient alone.

Prussians, Bavarians and Saxons all have given of their number to swell the total captured, and no more dejected appearing men have been seen in British prison stations since the beginning of the war. Particularly noticeable was the scarcity of veteran non-commissioned officers and the large number of youths from the 1918 class who are nothing more than raw recruits. One veteran of many battles freely expressed his contempt of these youngsters, who, he said, lacked stamina to stand up under the hardships of war and could not be depended upon in a tight place such as they found themselves facing yesterday.

Most of these prisoners were a miserable, sorry-looking lot, many of them suffering from internal complaints caused by exposure, and the majority from hunger. Few of them have any hopes of Germany winning the war and one officer ventured the opinion that the time of the Fatherland's downfall was near. He based his opinion largely on the scarcity of men and certainly boyish faces now in prison cages appear to be indicative of a lack of human material.

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AT WHITEAWAY'S

FIRST OF THE SEASON SHOW

Announcement of Autumn Novelties

On Monday, Sept. 3rd, we shall make our usual "Ahead of the Season Display" with the various novelties and new goods that have already come to hand. We specially feature our Dress Department which has received an exceptionally generous share of the new stock and will be found packed with no el and smart effects in winter materials. The Boot Department will be also making a special bid with a complete range of the new Witchert and Gardner shoes. The Men's section as usual will assist in making the show a complete success.

In The Fancy Department

Rich Chene Ribbons	In all colors. A wide range to choose from	$1.00 per yard
Satinsheen Ribbon	A complete range of brilliant Satin Millinery Ribbon.....	$1.00 per yard
Alpaca Ribbon	Pretty Floral Designs in Pinks, Sky, Helio, &c. 4½in. wide ...	75 cents yard
Georgette Crepe	Rich, soft, clinging crepe in shades of Pink, Sky, Whity Champagne and Brown. 42 inch	$2.25 per yard
Silk Hosiery	A new delivery of colors in our Countess Silk Hose, Lisle tops and feet.....	$2.50 per pair

Shadow Lace Flouncings, Net Flouncings, Trimmings, Buttons, etc. will be on show during the week.

Whiteaway's — The Store that brings London to your door.

For Ladies

WITCHERT AND GARDNER SHOES

Patent Pump	Smartly cut with Louis Heel Light weight for the autumn..	$14.50 pair
Glace Pump	Just unpacked for this season neat Louis Heel and light in weight.....	$14.50 pair
Dullkid Pump	A really attractive model for day wear: Ideal for Shanghai.	$14.50 pair
Black Satin Courts	With dainty and attractive toe beading on toe. Louis Heel.	$14.50 pair
Black Glace Boot	Laced design, fashionable white stitching. Louis Heel..	$17.50 pair
Black Glace Boot	An exceeding smart cut button boot for Autumn, Wear cra-ventte uppers.....	$21.50 pair

SPECIAL	BLACK	WINTER	COATING
Pony Seal	Black Plush	Black Caracul	Black Coney
$10.50 yard	$10.50 yard	$9.50 yard	$9.50 yard

In The Dress Department

NOVELTIES ARRIVED INCLUDE

Heavy Weight	Heavy Rich Warm Clothes for the cold. Brown, Grey, Green Tweeds also Grey Mixtures, 52 inch.....	$1.50 per yard
Tarantulle	Another fresh delivery standard fine superficial	55 cts. 65 „ 75 „ per yard
Diagonal Serges.	Featured by Fashion Papers for Costumes. Colors Light Grey, Dark Brown and Saxe. 46 inch wide.....	$2.75 per yard
Raglan Mixtures.	A delightful heavy tweed Mixture in Brown or Blue. 54 inch wide....	$5.75 per yard

MON. SEPT. 3

Nondescript Tweeds	A series of smart rough coatings, right out of the ordinary costumes, 54ins.	$7.50 per yard
Velvet Cordouroy	Rich Velvet Cords for Boys' wear or sports use. Dark. Grey, Fawn, Saxe, or Brown, 28 inch.....	$2.00 per yard

The Wayloo Navy Serges

The finest value in the Far East. A most comprehensive range of prices

$1.00 $2.00 $2.50 $3.00 $3.75 $4.00 $4.75 $5.00 $5.75 per yard.

Navy Gabardine.....	$3.75	per yard
Navy Estamene.....	4.00	„ „
Navy Cheviot..	$2.00 2.75 3.00 3.75	
Navy Cloth.....	$2.00 4.50	„ „

In the Men's Department

English Velours	Genuine English Velours, Rich finish, lined shot silk. Shades Green, Grey, etc.....	$9.00 each
New Model Felt Hats	High grade Felt Hats in a smart style. Shades are Ash, Smoke, Vendal and Laurel	$8.50 each
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World Ruin Seen in a Tariff Wall Against the Germans

Sir Hugh Bell, British Ironmaster and Free Trade Advocate, Suggests Commercial Experts, Not Soldiers And Politicians, Dictate Peace

By Edward Marshall

Money has been the real weapon of this war. What will be the weapon of the war whose first bugle call will sound as the peace treaty is signed, the commercial war in which Europe will strive to recover her vast losses?

Will it be a club which, carried in peace, still will be used to keep alive the enmities engendered in the great conflict?

Will Europe resolve herself from armed camps into walled camps, the walls being protective tariffs?

No question of greater moment to America than this second one can be discussed among all the vivid queries which are certain to arise with the ending of the war.

I have talked recently in London with two men who may be regarded as the greatest tariff experts in all Europe upon this immensely important topic. Here I have written out what Sir Hugh Bell, the most famous of living British free traders, has to say. He is begging Britain to abandon every thought of abolishing her free trade policy after the war ends, in spite of the insistent demand that seems to be arising for an after the war tariff policy designed to shut out German goods.

Sir Hugh Bell is one of the world's great ironmasters, and, like our own Carnegie, has been deeply interested in economics and education. He is one of the great British colliery owners. His education was international, embracing study in Scotland, France and Germany, and his knowledge of international trends and economics has been kept fresh by travel throughout Europe and in America. He was in the United States just before the outbreak of the war, knows us, likes us, and believes in most American things except the American protective policy.

His statements in his interview are those of a real leader of British economic thought and may be taken very seriously by American students of trade problems.

The Perils of Trade Wars

He is not one of those who believe that the great armed conflict should be followed by trade wars.

"The industry and trade of the world," said he, "have been harmed terribly. I believe that the best way to help them toward recovery will be to put the fewest possible obstacles in the way of their development along those lines which they as trade and industry naturally would follow. We should hamper them as little as possible with theories and legislation.

"A child's body will grow best if it is let to grow naturally. To bind it as the Chinese bind their women's feet would produce deformity.

"That is not a bad illustration. Even with their feet deformed Chinese women perform womanhood's essential function; they bear children. Deformed feet do not prevent that. The Germans and your own Americans have prospered with protection, but they have not prospered because of protection any more than the Chinese women have borne children because of deformed feet.

"Suppose the Germans had amputated the left arm of every German baby. The race still would have developed, but not because it was without left arms.

"I believe it would be a most dangerous after the war procedure for Great Britain by tariff restrictions to attempt to protect British against German industry. Joseph Chamberlain said only one British industry, the smuggler's, perished through the advent of free trade.

"That the condition of labor in England, a free trade country, has been inferior to that of labor in the United States, a protection country, is undeniable, but I am inclined to think the purchasing power of the high American wage has not been much greater than that of the lower British wage. Other things have had influence. Until recently yours has been a comparatively empty country; capital has had to compete for the labor of the man, for the man always could get a good homestead grant of land; your farmers have bought little outside of their own products save such things as tea, unproducible upon their farms.

Says We Pay Our Own Tariffs

"Since you have exploited your lands the situation has changed. Your fields, no longer new, have not produced wheat enough to feed your people. You imported from Canada, curiously exporting your own people to grow that wheat. Then wheat became dearer in New York than in Liverpool. That was the advantage of free trade to England. A duty on coal coming to England would not alter its price in Newcastle, for we export coal. When you began to import you began to pay the piper.

"France is usually self-supporting as far as wheat goes. When she imports wheat goes above the Liverpool price, almost to the exact amount of the duty. This may come gradually almost imperceptibly; but it comes.

"Therefore, the one thing of all others which I would not do after the war if I were managing British affairs would be to introduce a protective duty upon anything.

"I would not favor any so-called retaliatory tariff measures against Germany. It is to England's interest that every country, whether friend or foe, should be as prosperous as possible, even though our foes use their enormous prosperity unwisely.

"Suppose that, after the war, an insuperable tariff wall is built around the German federation, which proceeds to manufacture with intense energy. What can it do with its goods? Nothing, for we, you, no one, can send anything in exchange for them. Only prices for us ruinously low could hoist our goods over her tariff wall.

"You say every one could send her gold, buying her goods with it? Gold is not a commodity. Robinson Crusoe could use his gold bars only as ballast for his boat. Gold has no value save as a medium of exchange.

"Manufacturing and selling for gold instead of exchanging it for commodities, Germany would find herself overwhelmed with gold which she could not use. That once happened to England when we became worried about the solvency of the balance of the world. Our export trade diminished, consols went up to 114 and interest down to 2 per cent. Accumulated useless gold stifled us.

Paying For A Coat With Steel

"A man who has sold me anything must buy of me directly or indirectly. I can pay only in what I produce, be it steel or labor. The coat on my back is paid for with steel from my furnaces; but the tailor doesn't know it. Steel is all I have to pay with, really. Once I shipped steel to Germany and got back two checks drawn by British music dealers who had bought pianos in Germany. I was paid with German pianos for steel sold to Germany as much as if they had been left at my door.

"We are going to have an awful time after the war. Each side charges the other with responsibility for the calamity, and now it is suggested that we perpetuate our hatred by making it statutory through tariff laws. Why compel me to evidence to my own detriment real or pretended hate of the German? I don't like him, but I shouldn't mind making a profit out of him.

"When the war is over I shall wish to resume commercial relations with him as quickly as possible, for I shall want that profit. Before the war I made a great deal of money out of him and he made a great deal out of me. International trade is between individuals, not between nations. Why should individuals on either side forego it after the war?

"Trade is little understood. All its terminology mistakenly is that of conflict. You strike a bargain. You get the better of a man. Really, such terms are silly. Really, trade is not conflict, but co-operation. The best bargain is one from which both parties gain advantage. Then both are ready to do the thing again.

"Some in England will say I forget that we may be in the same trade with Germany, struggling for the same orders. But actually there is trade enough to go round, for the measure of trade is the measure of the human mind. Some one always is going short of everything that is produced. Make him a customer and he will absorb the surplus. Keep him poor and let your surplus rust or rot, as may be the nature of that surplus.

Overproduction Impossible

"We are told by some that after the war it will be found that we shall be producing more steel than the world will use. Thirty years ago Great Britain was producing one-half of the world's iron, the total being 10,000,000 tons. My father said to me:

"'Hugh, the thing that alarms me is our enormous production. When the demand is satisfied, what then?'

"I have lived to see Great Britain's output doubled and the world's increased seven fold. I have had huge stocks of unsold iron, but I have none now. All the iron that the world can make will be consumed."

"Yet this war is said to have been the result of trade competition," I suggested.

"Foolishly. Germany, though very rich and getting richer, was impatient. She wished to seize the productive capacity of other people. She said, almost in so many words: 'We are going to rob France of her coal and iron.' Had she not tried it she would have gained through trade much of the money which France made out of them. Almost in so many words she said: 'We shall rob England of her carrying trade, her colonies and the other sources of her wealth. But we were spending that wealth with her. Why rob us of its sources?'

"If this war has been caused by false trade policies," I suggested, "then future wars might be prevented by right trade policies."

"Yes," said Sir Hugh. "The peace conference should be very largely a commercial conference.

"Soldiers and politicians have failed completely to preserve the peace to the world. Ought not the future won of this sort to be done by some one else?

"That opens tremendous questions. You and I would end a quarrel by shaking hands and resuming previous relations. We are individuals. With many men, that is, with nations, other considerations count.

"Man can't forget the conflicts of history. Until lately conflict was the recognised way of gaining. The economist will say that prosperity will accompany peace. That is true locally as well as international-

(Continued on Page 13)

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U.S. YOUTH TRUCKS SHELLS UNDER FIRE

Driving Munitions Truck At The Front Is Exciting, But Hard

Here is another interesting letter from an American boy who is doing his bit for France on the western front, states the San Francisco Examiner of August 1. The letter was sent to the Rev. Francis Hope, pastor of the Baptist-Christian church of Healdsburg, by his son, Herbert Hope. He is with the University of California ambulance corps, but he is not driving an ambulance. He is engaged in the more hazardous business of running an ammunition motor truck. His letter follows:

Dear Folks:—Here I am broken down en route from the front line trenches. This darned machine has gone on the bum and Ben Burton, of Colusa, and myself have been sitting here since 8 a.m. waiting for a French mechanic to come and get us in and we started at 4. This is a beautiful little valley in the most beautiful part of beautiful France, so quiet and peaceful, with birds singing and cows meditating. You'd never know that war existed anywere, only that we hear the big guns roaring to our right while about four miles away are six sausage balloons that roll slowly in the lazy haze, also every few minutes aeroplanes pass over and dusty tired troops march by and auto trains rumble along. Hope help comes along in time for us to get to camp for dinner at 6, as we are hungry now and a shower is coming up.

Our captain just happened by (I told you how we had all joined the French army as tractor drivers). He is a very fine fellow and we all think everything of him, so military and clean cut, but he understands no English and I am still very shaky on French, so we had a long talk in German which he speaks very well, and I hope he thinks I do too.

U. S. Is Welcomed

The French are enthusiastic over the U. S. coming into the war at last. The soldiers are delighted to see us everywhere, we get saluted and welcomed and gladhanded on all occasions, and as some are going by now they wave and cry "Tres bien," "mon ami," "camerade," with great gusto.

Yesterday we received our baptism of fire. Drove to the front line and to a small village last night and the Germans opened upon us, but none of our bunch was hit! The nearest shell landed a few yards from our truck. It was an exciting moment listening to the wailing shriek of the shell coming towards us or overhead and waiting for the explosion upon landing. Our French driver had his truck blown over and when others were going to his assistance with lanterns he yelled for them to stop as the gasoline was sprinkled all over the ammunition and an explosion would have resulted.

Night driving is nerve racking work over those bad roads full of shell holes and we have to drive without any lights in the pitch dark. It was only the Lord's mercy we did not wreck everything last night; one fellow ran over a horse and we killed a dog and had two collisions. We are sure getting some training in handling these fast 5-ton trucks. They are hard to stop and we have had some funny accidents, running into trees, off the road and into the truck ahead, but none of our men has been hurt yet, but some of them proved awful "boobs" with a car. We drive in convoys of 14 cars, 2 or 3 men on a car. Our 42 U. C. men are altogether in one unit. Riding over these stone paved and cut up roads is very jolty and hard on the kidneys, but the life is not hard and we are enjoying every minute of it.

Our main camp is fine. We sleep in tents and usually get up at 6 when we do setting up exercises, wash and breakfast at 7.30. By piping water from a nearby creek and punching an empty can full of holes we have negotiated a fine shower. We then clean up tents and have inspection at 8:10. Drill for an hour. Eat at 11. Drive cars all the afternoon, but often get up at 4 and drive all day and sometimes all night, for they work us hard in spots. We eat again at 6 p.m. Taps at 10.

Get Good Food

We get good food and plenty of it. Bread, jam and coffee for breakfast. Bread, cheese, jam and wine for lunch, and meat, spuds, cheese, jam and oranges for dinner. The cheese is usually fine being real Camembert—the stug you pay $1.25 for; here it sells for 18 cents.

Near the camp is a little stone cafe where we go evenings and eat bread and cheese and drink champagne or cheery syrup with the French soldiers. They are fine fellows and very cordial, but worn out with three years of fighting. We expect to have a big celebration on the 4th, and a banquet for which I am elected toastmaster: worse luck.

We get six days' leave every three months and I will be glad to visit Paris again. We have fond remembrances of that "burg." While there we discovered an American restaurant called the Chinese Umbrella—some place I assure you, but not built especially for a minister's son. We had some grand feeds and times there.

Recently three others and myself were sent with a truck on a special mission to the front line, through the ruined city of Soissons. The town is sure a wreck. Every day the Germans shell it. Tuesday they dropped in over sixty big shells. Some result. We also visited a village which the Germans had recently evacuated. The place looked like Sacramento street after the fire. Not a thing was left, hardly a house with four walls and none with a roof. The Germans had done thorough work. The boys ran about like a band of wild Indians hunting for souvenirs. I got a beautiful rusty Uhlan helmet, the others got spades and even carried out chairs.

Also paid a wonderful visit to an American aeroplane squadron and met a flier from Oakland, such a fine fellow with such interesting experiences. He has been here three years. He seemed sorry and loath to say god-bye. Guess he figures to get it soon as they fight every day now, but he has been lucky so far.

Saw Duel In Air

Yesterday I also saw a wonderful air duel. A French flier went over the German lines and was engaged by a Taube but he stayed in spite of thirty-five bursting shells that were fired at him. He calmly finished his work and after staying about 35 minutes flew back safely to our lines.

Well, the shower is over. You ought to see us now. Ben and I, dirty, greasy and dusty and both needing a shave. I have a fair imitation of a mustache a la Francaise, but it is a faint attempt as yet. We are hoping that relief may speedily show up. Will mail this as soon as I get back to camp.

We were surely glad to get your letter. Tell people to write even if I don't, I don't forget them, but haven't time and you know how I hate it. Don't worry about me for I am fine and well and enjoying the work. It is hard at times, but good for us and we have exciting times when at the front. Don't forget to send some cigarettes. The tobacco here is tear-starting, hair-raising and soul-harrowing. They will be surely appreciated. Our permanent address is T. M., 133 Convois Automobile Par, B. C. M., Paris, France. Love to all.

HERBERT.

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The Crime Of Alsace-Lorraine

A Former Strasbourgh Journalist Relates The Story Of German Brutality In France's Lost Provinces And Pleads For Ultimate Justice

(By Jonas Lappman, formerly of the Journal d'Alsace of Strasbourg)

"Im Elsass sind unsere Leute im Feinde's Land" (in Alsace our people are in the enemy's country). These words, spoken in 1913 by Von Jagow, the former Secretary for Foreign Affairs in Germany, forty-three years after Alsace-Lorraine became annexed to the German Empire, state fairly the situation in the two former French provinces.

Today, in the year of Our Lord 1917, the wound of 1870 is not healed. On the contrary, Alsatians have not recovered from the blow that changed their nationality against their wish. The treaty of Frankfort sealed their fate. From a free people under French rule they became enslaved under Prussian masters. Prussianism cannot be defined. It must be lived; it must be experienced; it must be felt. Whoever has not seen the uniformed, conceited and arrogant brute sneering and growling at a defenceless civilian has no conception, cannot have any conception, of what constitutes Prussianism.

The people of Alsace-Lorraine have lost no opportunity in the last forty-seven years to affirm their loyalty to France and their corresponding contempt for their conquerors. At every election, local or general candidates were elected who protested against the annexation of Alsace-Lorraine "without the consent of the governed."

Psychologists will wonder why time has not accomplished its work of peace in our Alsatian hearts or why a moral armistice has not smoothed our indignation in those forty-seven years of bondage. Yes, bondage and servitude.

Was it our fault that Napoleon III., egged on by his wife, the Empress Eugenie, has declared an imbecile war on Prussia? Why should we Alsatians be the victims of that criminal negligence that led the imperial French regime, unprepared, to attack the military organisation of Prussia? We Alsatians and we alone paid the price for Prussia's victory. Why?

Within twenty-four hours, as it were, we were compelled to forego our customs, to abandon our traditions and to forget our mother tongue. Kultur was injected into us against our will. Those among us who refused to obey the dictates of the Statthalter, a creature of the Kaiser and responsible to the Kaiser only, were put behind the bars. And yet we were an orderly people. Our protests were limited to the ballot box. There were no street manifestations; no charges against us of "disorderly conduct." We were simply men conscious of our rights.

Above all we wondered why we did not enjoy the same privileges as enjoyed by other German States such as Bavaria, Saxony, Wurttemberg and so forth. We did not understand why it was that we were governed by a Prussian unacquainted with our needs, rather than by one of our own Alsatians.

We had the right to expect to be granted local self-government; but when? Some of us, less timid than others, asked why, why, why are we discriminated against? Then our dictatorial master would answer: "You Alsatians are not a distinct German State. You have been conquered by all the States that form today the German Empire and you belong to all and to none. Therefore you are a separate institution and the natural subjects of my august master the King of Prussia."

So spoke all of our Statthalters during their term of office: Bismarck-Bohlen, Marshal von Manteuffel, Prince Hohenlohe and others to the present day. Alsace was baptised "Reichsland." And we swallowed this new humiliation "la douleur dans l'ame et la honte au front," as the poet has said.

Notwithstanding our hardships we continued to protest at the ballot box under insurmountable difficulties. Our candidates were denied the right to address public meetings. There was no newspaper to back them. They were not allowed to post their names on public buildings, while the official candidates, the candidates of the Kaiser, were accorded every facility. But our hearts were electrified; the undercurrent of dissatisfaction, a mysterious silent order dictated by our conscience, gave us the victory, and we sent to the Reichstag men of our political and national faith: Alsatians, pure Alsatians!

At the opening session of the legislature one of these men in the name of his colleagues rose and said this: "The populations of Alsace-Lorraine whom we represent here have entrusted us with a special and grave mission. They have requested us to express their thoughts on their forced change of nationality. Your treaty of Frankfort is an odious abuse of force. Citizens with a soul and with intelligence are not a merchandise which can be commercialised. The least you should have done was to have that part of the treaty submitted for our ratification."

While the courageous Deputy was pronouncing this indictment his colleagues from Germany proper turbulently ridiculed his ideas. Our enslavement was officially confirmed at various times. At the inauguration of the new tribunal in Strasbourg the Imperial Procurator-General Popp concluded his speech by saying: "Clemency in Alsace would be a mistake, moderation a danger." No explanation was necessary. A few months after that every Alsatian association was dissolved. Whether it was a singing or a scientific society did not matter. French inscriptions on stones, even on tombstones, were "verboten"; imprisonment of the parents, father or mother of children guilty of having cried "Vive la France" became daily occurrences. The crowning infamy, that only a Prussian's diabolical mind could have conceived, was the law of passports of June 1, 1888. Any person wishing to penetrate into Alsace from France had to provide himself with a passport vised at the German embassy in Paris. In other words—and this has happened—an Alsatian residing in France whose old mother was dying in Alsace could not give her the last kiss unless the German Embassy at Paris would consent. Very often such passports were denied without any reasons being given for such refusal. There seemed to be a tacit understanding on the part of our oppressors to drive us to commit excesses.

When Bismarck's successor, Chancellor Caprivi, declared in the Reichstag that his "greatest aim was to widen the gap which separated France from Germany" we Alsatians cuddled up close and closer to mother France. Caprivi had blundered, and so the Kaiser on his visit to Alsace a few days later found it necessary in addressing the Alsatian recruits to emphasise the situation by telling them: "Ihr sind Deutsch und Deutsch bleibt Ihr" ("You are Germans and you will remain Germans"). These recruits are today men whose sons are fighting in the ranks of France, proving to the world that the Kaiser's prophecy was an illusion.

Germany never considered that we were a people with a heart and a soul. Her decisions regarding us were taken without giving us an opportunity to express our views, not even when in 1911 we were granted a so-called constitution. Alsace-Lorraine has always been treated as a conquered territory and its population has retaliated by building a Chinese wall around the annexed territory. Relations between Alsatians and Germans were strictly confined to official or commercial business. When the German politicians, adventurers and others rushed to Alsace-Lorraine in 1871 as the American pioneers invaded California to find gold they were met with indifference only; later on that indifference became disdain, which in turn as the years went by changed to contempt and finally to an undisguised hatred.

We were at that point when the 1914 war broke out.

Having always been suspected in times of peace of being Francophiles, the Alsatians during a war of Germany on France could not expect to be handled with moderation. We became officially known as traitors to Germany.

Belgium, with all its sufferings, its horrors, its devastation, its deportations, is—and that is no exaggeration—a paradise compared with the situation in Alsace today. Laws, rules, regulations are thrown to the winds. Every Alsatian is a suspect and an enemy because there is not an Alsatian family that has not one or more members fighting for France. Old couples are deported; man and wife are separated; children are left homeless; property is confiscated: it is an inferno.

Columns could be filled with stories of harrowing details unprintable and unbelievable. Jails and insane asylums are overcrowded. In the latter institutions dangerous and violent insanes are kept only—the others are at liberty and their places taken by so-called "political" prisoners. While the civilised world was horrified at the assassination at Brussels of Miss Cavell, hundreds of Alsatian Cavells have been executed without due process of law.

Every wheel of industry has been stopped, every piece of machinery has been shipped to Germany. Mulhouse, that queen city of industry in Upper Alsace, from a population of 100,000 in 1914 has been reduced to a bare 30,000. Children in the public schools of that city have fallen asleep from hunger and privation, never to wake up again. Let me state that these are facts and that names of the victims are available, as are also known the names of grown up victims, men and women, of Prussian rage and despair. It is necessary that Americans realise what the situation is in affected Alsace-Lorraine. It is fortunate that Dr. Gustav Blumenthal, an American citizen, saw his way clear to go to Paris and use all his influence to induce his brother, Daniel Blumenthal, the courageous former Alsatian member of the Reichstag, to come to America and lay before the American public the evidence in the case.

We Alsatians are not afraid of an American verdict, because our sacred cause does not ask for sympathy, but for justice. And justice we must get when peace negotiations are held. We know that the Americans among the delegates will see that justice be done, and that hereafter, as President Wilson has said, "no small peoples, no small nations, can be sold, transferred or delivered wwithout the consent of the governed."

Submarine Campaign, Germany's Main Reliance, Apparently Being Overcome

(New York Sun)

One apparent effect of the entrance of the United States into the war has been to inject the tonic of frankness and fearlessness into discussions by officials at Wahington of all phases of the struggle. As a result the views expressed in embassy quarters, at the clubs and in army and navy circles at the national capital are particularly interesting.

There is apparently unanimity of opinion that there are two possible indicated outcomes of the war which stand out above all others. These are a slow but sure victory for the Entente by means of gradually increasing military and economic pressure and a sudden collapse of the whole war program of the Entente and the United States through the success of Germany's submarine blockade. Other possibilities receive minor consideration. If for example one asks a general staff officer about rumors of a great prospective German drive on Paris, he only smiles.

"Buncombe," he replies. "The game's not being played that way."

It is believed that any such plan is out of the question, that Germany has not the strength in men or material to risk any such task.

The German strength is being concentrated on holding the line now established in France and Belgium. Von Hindenburg asserts that this line cannot be broken, though he admits he may have to bend it back at times.

All the confidential military reports received in Washington show that the Germans have been making none of the essential preparations for another effort to smash through on a large scale. Even the German airplanes are now built for defence and not offence. The particular types of planes used for offensive operations have been scrapped, according to Major Rees of the British Flying Corps, and in their places Germany has built hundreds of defensive battle planes. The German military headquarters frankly admits that there is no chance to break through and the German people are not being told that there is.

The German Government is admittedly pinning its hopes on the submarine. There is, in fact, a very general admission in Germany that if the submarine does not succeed the end of German hopes will be at hand, so far as gaining a definite decision is concerned. In one sense Germany has embarked on a "va banque" policy. But she counts on winning, and she bases this expectation not on mere hopes but on results already accomplished.

The German Government figures that the submarine campaign will win simply because it will destroy sufficient shipping to isloate Great Britain, France and Italy from necessary sinews of war and foodstuffs. Without food no nation can fight—that is evident. It is equally obvious that food cannot be supplied in sufficient quantities to France, Great Britain and Italy without plenty of shipping. Therefore it apparently narrows down to the question of whether or not the Entente Allies can maintain their shipping on the seas in sufficient tonnage to keep them alive and supplied.

Mr. Balfour's commission brought the news to America that the German Government prior to launching the submarine campaign had made a very thorough investigation of all the absolutely necessary supplies which must be cut off. The uncanny thoroughness of the German plan and its organisation were astonishing. Apparently there has been no secrecy about it.

The general outline of the German submarine blockade plan was indeed given out freely by Count von Bernstorff, former German Ambassador, before he left for Berlin. He said his Government had reason to believe that by sinking an average of 1,000,000 tons of shipping a month it could accomplish the following objects:

Curtail the food supplies to Great Britain, France and Italy to such an extent that virtual starvation would force peace in six months.

Cut off needed supplies of steel, oil and other necessary commodities.

Frighten neutral shipping off the seas.

Make it impossible for Entente countries to obtain crews willing to risk their lives in the war zone.

Some Encouraging Signs

This forecast by the former German Ambassador partly explains why there was such a flurry some weeks ago over the submarine menace. Secretary Lansing, when he made the sensational announcement that the U-boat menace was "very serious indeed," and Secretary Lane, when he indicated that no sure remedy was in sight, had been checking up the actual rate of U-boat destruction with Count von Bernstorff's prediction. They found the actual rate was approximating 1,000,000 tons a month.

Fortunately for democracy neither Secretary Lansing nor British and French statesmen followed the one-time fashionable diplomatic policy of attempting to avoid danger by hiding their heads in the sand. Instead they told the country frankly of the danger and aroused the nation to meet it. With the full steam ahead program now, there is reason to believe that the grapple between Entente shipping and the U-boats for supremacy is steadily shifting in favor of the Entente and the United States. "Democracy sees light ahead," is the way Secretary of War Baker describes the situation.

But perhaps the most encouraging signs, aside from the gigantic preparations being made by the Entente Allies to meet the issue, consist in certain well defined developments which Germany possibly did not reckon upon. Chief among these is the increasing difficulty which the submarines are having in dealing with armed merchantmen. This is a fact not generally known.

In the early days of the submarine campaign, when merchant ships were unarmed, the U-boats fired torpedoes at them just as a man would use a shotgun on a big helpless cow. He gets up close, aims the gun and that's all there is to it. But the armed merchantmen, especially the ships armed fore, aft and amidships with effective guns, are proving a much more difficult proposition for the submarine commanders.

To appreciate this it is necessary to consider how the submarine commander actually goes about attacking an armed ship. The popular idea that a torpedo tube is simply pointed at the vessel and the torpedo launched is erroneous. The process of torpedo attack is much more complicated.

Suppose that a U-boat pokes her nose out of the water and sees through her periscopes a ship steaming off to starboard. The submarine commander marks her as his prey, but before he can attack her with any chance of success he must first ascertain three things—the ship's distance, her course and her speed. Until he has these factors he is powerless to operate.

The torpedo does not go at the target like a shot from a gun. It is more like a small boat which launched from the submarine will be at a certain spot on the high seas at precisely the same moment that part of the ship's hull will be there. It is a question of mathematical calculation which must be based on accurate information as to the three prime factors above mentioned.

The U-boat commander first proceeds to get the range. This is given speedily by his range finder. On the late types of German U-boats the distance between the two periscopes is used as the base of the triangle, the height of which is the range. No figuring is needed, as a prepared table gives the range as soon as the angles are obtained by the observation. The submarine commander now knows the distance of the ship, but he does not know the direction in which the vessel is steaming nor her speed.

Armed Ship Plan Effective

To get the direction he must wait and take a new set of observations which by comparison with the first give him the course the ship is pursuing. He then parallels her course with his submarine and knowing the submarine's speed is able to calculate the exact speed of the vessel. He now knows range, course and speed of his prospective prey and he is ready to attack. By calculation he finds that the ship will be in a certain position at a certain time and his problem is to have a torpedo there at the same time.

Theoretically he is sure to make a hit if the factors he has used in his calculations are correct. But as a practical proposition there are outside elements which must be reckoned with. The sea may be choppy so that the submarine bobs up and down like a cork while the torpedo is being launched. Perhaps the torpedo is thrown up out of the water at the outset so that its screw whirls about in the air, upsetting the speed calculations or changing the initial direction.

The position of the ship with reference to the U-boat may be unfavorable for anything but the chance of a glancing torpedo attack. Unless the U-boat travels on the surface it is greatly handicapped in the matter of speed, and the vessel may be getting more and more out of effective range. The whole problem of attack is beset with uncertainties and difficulties.

In the case of effectively armed ships it can easily be seen that the U-boat's difficulties are greatly increased. Gunfire is likely to greet the first sight of the periscope, and although a periscope is a small target there is always danger that a lucky shot may fall close enough to it to wreck the U-boat. The armed merchantmen fire explosive shells in combating submarines and these shells have a deadly effect even at some distance under the water. The U-boat is frail and cannot perhaps stand the effect of a single shot. Under these circumstances the submarine commander does not find it easy to proceed with his calculations.

The skipper of the armed merchantman is aware that the U-boat commander must definitely know the vessel's course, and he therefore promptly proceeds to change it. He changes it at frequent intervals, so that it may not remain a constant factor long enough for the submarine to figure on it.

The zigzag course is one of the best means of protection against submarines. It is always resorted to when the presence of the submarine is known. It is always followed by warcraft in dealing with submarines, which explains why so few warships have been destroyed. Upward of a thousand British destroyers are patrolling the waters infested with submarines day and night, and yet it is very rare to hear that one has even been attacked. The submarine's motto is: "Keep away from the destroyers."

How many submarines the destroyers have sunk is not known, but it is a certainty that scores of the U-boats are keeping their noses safely under water at this very moment because the destroyers are on patrol. Admiral W. S. Sims, commanding the American destroyer forces in European waters, describes his duties as "keeping the U-boats' noses under water."

The effectively armed merchantmen are also apparently making the U-boats hesitate about operating against them unless the submarine is in a position to make a surprise attack. Scarcely a transatlantic vessel now plies between Europe and America without sighting a periscope. But if the periscope is sighted in time by an armed ship one-half the danger appears to be over.

Other methods employed to fight the U-boat menace are direct naval attacks on the submarine bases, the increase of the destroyer patrol in the war zone, the development of one special American invention about which nothing may be said at this time and the rapid construction of steel and wooden ships as part of a policy to keep tonnage plying in the war zone regardless of losses.

This last plan is more in the nature of a temporary expedient than a remedy. It takes months to construct a ship and only a few minutes to sink one. The advantage is obviously with Germany if this phase of the situation alone is considered. There are now hundreds of thousands of tons of idle neutral shipping which the United States and the Entente nations will probably insist upon having used. They can make the supplying of foodstuffs to these countries dependent upon these ships being used.

The increase of the destroyer patrol forces—the United States is now rushing work on a hundred or more destroyers—is perhaps the main feature of the naval campaign against the submarines and naval men believe it will triumph in the end. There enters here into the problem a very important consideration which the Germans are well aware of. It is that climatic and weather conditions, which are now helpful to the U-boats, are in a short time going to be all in favor of the Entente and the United States.

Weather A Factor

Weather conditions in the summer months are made to order for the submarines. The long periods of daylight permit them to add hours to their daily operations and occasional thick weather and particularly light summer or early fall winds play the U-boat's game. A breeze just strong enough to bring tiny whitecaps on the water gives them an added means of concealment, for it is next to impossible under these conditions for the periscopes to be distinguished at any great distance.

But in the late fall and winter months the conditions confronting the U-boats will be less favorable. It will be noted that although Germany declared unrestricted submarine warfare on February 1, it was not until the end of winter weather that the campaign in earnest began. There is good reason to believe, therefore, that the chances to cope successfully with the U-boat menace will be greatly increased if the submarines can be held in check until next winter.

The Germans have expected to get definite results before that time.

(Continued on Page 11)

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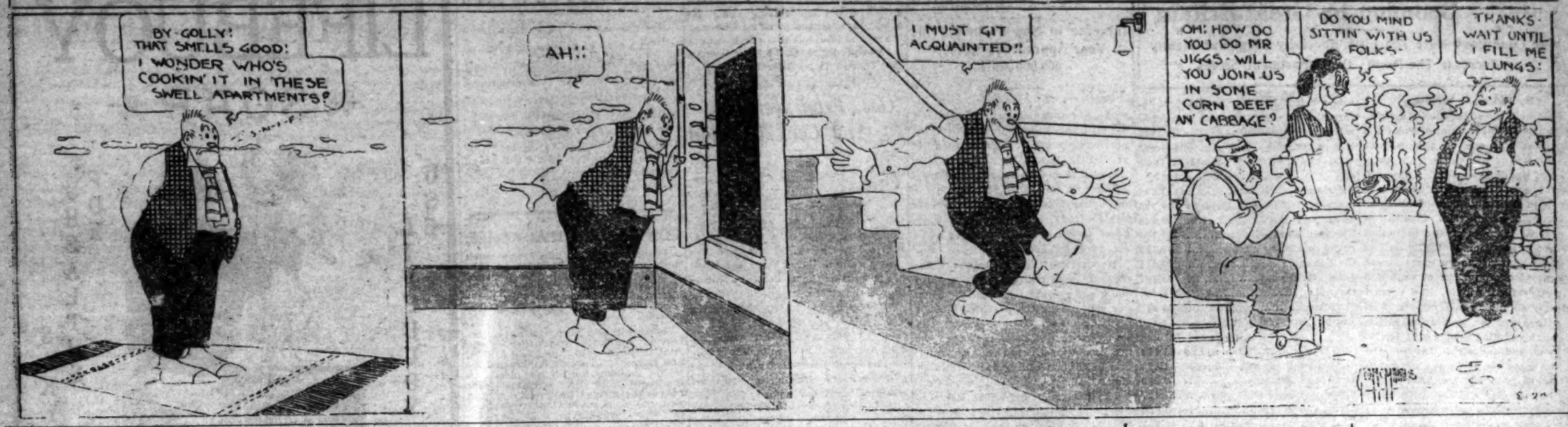
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I MUST GIT ACQUAINTED!!
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Love, Home and Table Topics By Clever Writers — **Daily Home Magazine Page** — *A Good Page to Read in the Leisure Hour*

All Over The World

French ingenuity is turning to account even the rats that infest the trenches at the battle-front. The pelts of these marauders, it is announced, will be transformed into a fur to be called "gaspardine." The fashion-makers predict that this will be the most stylish wear in furs next winter.

Ten years ago the German steamship Sesostris drifted ashore on the sands of Ocos, Guatemala. Her hull and machinery were uninjured, and the enterprising townspeople used the latter for the purpose of lighting their town by electricity! Last year it was decided to salve the ship, though grass was growing around her keel. After ten months' work she was successfully floated and came north under her own steam. Under American registry she has been rechristened the Frances L. Skinner.

Candles, it seems, are not by any means "going out," in spite of the advent of electricity. The cost of this light of other days in the United States in 1917 will, it is estimated, amount to $20,000,000. Apart from the use of candles by plumbers and other artisans, their chief use now is for decorative and religious purposes.

A Sunday-school teacher, the Christian Register says, had been telling her class the story of the Good Samaritan. When she asked them what the story meant, a little boy said, "It means that when I am in trouble my neighbors must help me."

In an Omaha paper these somewhat exceptional advertisements appear:

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Submarine Campaign, Germany's Main Reliance, Apparently Being Overcome

(Continued from Page 10)

The Entente Allies have said that eight months was the real period of test and that if this period was safely passed the end of the U-boat menace was assured. There is certain to be a lull in the winter.

As to the chance of naval inventions deciding the issue little can be said. One must be content with the statement by Secretary of the Navy Daniels that "we are very encouraged." The country knows generally that this refers to one particular invention, but it is not expedient to scrutinise too closely the announcement made by Mr. Saunders, chairman of the Naval Consulting Board, that a real antidote has been found.

In a general way the inventive genius of the British and French striving to minimise the effectiveness of the U-boat and the inventive genius of the Germans striving to increase its power have more or less kept pace. Perhaps the most important development from the German viewpoint has been the demonstrated practical value of the microphone.

By means of this instrument the German submarine commander can ascertain whether or not he is in the proximity of a ship. He can, so far as his speed will permit, direct his course with relation to the ship under water. He can tell when his submarine is heading direct for the ship. He listens to the sound and gives his orders.

The great mechanical engineering and inventive feat of the Entente has been the so-called Channel boom which protects the military transport service between Great Britain and France. Transports ply back and forth in almost a steady stream between British and French ports, keeping up the flow of supplies and convoying wounded back. No submarine molests them. The answer to the natural inquiry is that a means has been found to keep the U-boats out of this area. After the war the details of this plan will probably be published.

Two efforts have been made to inform the world of some of the details of this plan, one by a German-Swiss and another by a British Red Cross officer. Both men were tried in camera and severely punished. The fact that they simply wanted to make money by selling a good story and were apparently ignorant of the seriousness of their offence induced the British authorities not to impose the death penalty.

It will be noted that the chief efforts of the Entente against the submarine's effectiveness have been devoted to protecting strictly military operations and not merchant ships or passenegr carrying vessels. A naval convoy will be provided for a transport carrying mul but a passenger ship has not the same protection. From a military viewpoint the mules are needed; the passengers are not. There has been from time to time a demand that all merchantmen should be convoyed, but this demand has never had the support of the military or naval authorities, who know the plan is not feasible.

The safe arrival of the Pershing expeditionary force, which was admittedly due to Rear Admiral Gleaves's convoy, has raised the question of sending huge supplies of foodstuffs from the United States to Europe under similar convoy. In some quarters this is regarded as the answer to Germany's whole plan to starve Great Britain, France and Italy by her submarines. But the plan is not regarded favorably in military or naval circles, though it might be a help in an emergency.

In a broad sense the Entente Allies need to keep the arteries of ship transportation open in the same sense that the farmer needs to have rain to keep his crops going. You cannot satisfy the farmer by saying "Never mind the drought, we will send you a thousand tons of water." In the same way you cannot supplant the cutting off of shipping to Europe by sending over lump supplies under convoy. Should the submarine menace become increasingly serious within the next few months the Entente Allies and the United States might use naval convoys more extensively for food ships and sacrifice military needs if necessary to this end; but this would be a makeshift or emergency measure and not a remedy.

When, then and how will the real remedy come? This is a question no one can answer. As the outcome of the war may depend on this remedy every effort is being combined to discover it. The United States and the Entente Allies are developing every resource which may add to their chances. Increased ship tonnage, added destroyer craft, more effective arming of vessels, plans for direct naval attack on the U-boat bases—all these ideas are being pushed ahead.

The manner in which the American nation has undramatically but effectively made prosecution of the war a national business enterprise and the unflinching determination of the British and French to make sacrifices in the common cause are undoubtedly adding every day to the probabilities that the U-boat menace will be eliminated. But no greater mistake could be made than to imagine that the end of the submarine danger is in sight at present.

ADVICE TO WOMEN

Stacpoole, Florence; Anderson, Lydia E. Advice to Women. On the care of the health before, during, and after confinement. 1917. Pp. 265. New York: Funk & Wagnalls Company. $1.25 (gold) net. Postage, 12 cents.

The work of an Englishwoman high in rank as a teacher of health, and especially of obstetrics, is here supplemented by the revisionary service of an American woman equally deserving confidence. Thus the best English teaching is made to conform to the best American practise for the prevention of suffering in childbirth and of disease following it—for the alleviation of pain, and the decrease of the death-rate. Florence Stacpoole's book, in its fifth London edition, has had Lydia Anderson's careful revision; and the result is a work that should be in every home, for the guidence of every expectant mother. Around the sacred function of motherhood it weaves information and advice, clearly yet delicately expressed, of the most vital importance. It is a book for women, by women, for the common welfare.

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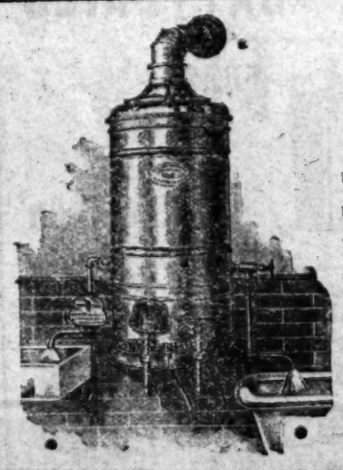

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How Business Is Generally Booming In Great Britain

War Conditions Hurt The Little Specialty Shops But Greatly Increase The Profits Of Department Stores

By Judson C. Welliver

The tendency of British industry to do things in bigger units and on a larger scale is one of the notable phenomena of war times. The necessities of war time conditions have imposed big unit methods in business in no wise directly concerned with Government production. Scarcity of competent labor is at the botton of the reorganisation. "Dilution of labor," which means the employment of a greater proportion of unskilled or semi-skilled people, has opened the way to giving supervisory positions to a greater proportion of the thoroughly skilled people still left in business and industry. In order to get the most out of these thoroughly competent people it has been necessary to cultivate the executive habit of mind; to make every executive or supervisory employee handle as many subordinates as possible; to promote better organisation, to apply better and more systematic methods in every direction.

The Government when it went in for munition production on a huge scale discovered that the methods of great American and German corporations were precisely what it required for economical production. In the case of munitions it was necessary to create new plants and perfect working organisations for them in numerous cases in order to put production on a big enough scale to make it as economical as possible. This was also necessary in order that there might be in each establishment such a minute division of industrial processes as would make it possible to use unskilled labor. In a sense it is not really necessary to use unskilled labor at all. Each process is narrowed down so closely that the operator soon becomes highly skilled in the limited operation he has to perform.

As in manufacturing so in merchandising, big business with its big scale of operations has been crowding the small shopkeeper to the wall. A few years ago anything like an American department store was almost unknown in an English city. One of the charms of London lay in its multiplicity of little shops, each dealing in its particular line of specialities. It used to be fashionable to assume that the class of small shopkeepers were the backbone of British business life. The war is changing all that too. The small shopkeeper is in a bad way. His skilled employees have enlisted. It is harder for him to get on with unskilled labor, because his establishment is not big enough to lend itself to intensive organisation. A great deal of concern has been shown by the Government in connection with recruiting for the "one man business," it being assumed the small establishment must not be put out of business if it could be avoided, and when a particular man could convince the authorities that he was necessary in order to keep the business alive he was very likely to be excused from military service.

But despite all this the small establishment has not been able to hold its own against the big one. The fact is beginning to percolate. Publication of the annual and semi-annual statements of the big merchandising concerns has recently been forcing attention to it. The complaint is constantly heard that the big store is getting the benefits of the war. Whether it deals in dry goods or in groceries, in luxuries or in necessaries, it seems to have a decided advantage. Here is a tabulation of the net profits or a number of these concerns in London for 1913, 1915 and 1916. The year 1913 was the last full year of normal conditions. Most of the concerns in the list suffered a good deal during 1915 in the effort to readjust themselves to war conditions, but the figures for 1916 show that they not only succeeded, but in nearly every case made distinctly better profits than before the war. Even where there was a serious reduction of profits in 1915 it was overcome and a record profit was very frequently earned in 1916.

1913.	
Selfridge	£112,396
Spencer, Turner and Boldero	37,194
Swan and Edgar	16,948
Thomas Wallis	23,118
Army and Navy	193,739
Civil Service	44,911
John Barker	63,907
Harrods	285,481
F. Gorringe	33,222
Mappin and Webb	54,250
1915.	
Selfridge	£131,596
Spencer, Turner and Boldero	51,873
Swan and Edgar	6,593
Thomas Wallis	21,432
Army and Navy	195,554
Civil Service	43,391
John Barker	63,141
Harrods	202,884
F. Gorringe	32,227
Mappin and Webb	21,149
1916.	
Selfridge	£206,962
Spencer, Turner and Boldero	56,623
Swan and Edgar	34,021
Thomas Wallis	30,656
Army and Navy	210,097
Civil Service	48,363
John Barker	66,001
Harrods	235,046
F. Gorringe	39,543
Mappin and Webb	30,380

The foregoing are nearly all of the classification that in America would be known as department stores. Here is a group of companies all of which have numerous branches, and they make an even more impressive showing:

1913.	
Home and Colonial Stores	£179,486
International Tea Stores	99,000
Lipton's	183,488
Lyons's	356,303
Maypole Dairy	481,555
Maynard's	10,716
Fuller's	13,475
Eastman's	72,964
Freeman, Hardy and Willis	90,330
J. Sears and Co.	55,312
Charles Baker and Co.	17,634
1915.	
Home and Colonial Stores	£251,657
International Tea Stores	163,874
Lipton's	169,444
Lyons's	278,293
Maypole Dairy	528,275
Maynard's	13,733
Fuller's	8,978
Eastman's	41,136
Freeman, Hardy and Willis	103,104
J. Sears and Co.	75,679
Charles Baker and Co.	17,488
1916.	
Home and Colonial Stores	£256,877
International Tea Stores	109,619
Lipton's	302,587
Lyons's	268,475
Maypole Dairy	462,751
Maynard's	26,512
Fuller's	8,702
Eastman's	32,588
Freeman, Hardy and Willis	118,006
J. Sears and Co.	65,321
Charles Baker and Co.	15,967

This list includes provisioning concerns. Their results were less uniform than those of the department stores, and for obvious reasons. Concerns that dealt in confectionery, for instance, suffered because of the lack of sugar. In other cases concerns dealing in a restricted line of articles were hurt by the rule quite generally applied that the purchaser of sugar could be accommodated only on condition that he bought a fixed amount of other articles. This enabled the department stores and general grocers to capture a big trade at the expense of concerns dealing in a very restricted number of necessaries.

On the whole the figures make it apparent that the big establishments have been doing much better in comparison than the little ones. If the same thing is to continue indefinitely, British merchandising methods are likely to be reformed quite as fundamentally as would British manufacturing processes by the general introduction of Henry Ford's system.

RECORD GAIN MADE BY LIFE INSURANCE

Increase In New Business This Year Approaches $6,000,000,000 Mark

Officials of American life insurance companies say the demand for insurance this year is passing all previous records. The gain is attributed largely to the fact that America is in the war. It is estimated that if the ratio of gain so far this year holds good until December 31, 1917, record for new business in the United States will exceed $5,895,000,000.

Reports to The Insurance Press from a large number of companies show increased writings of 30.96 per cent during the first five months of this year. Reports from the same companies show that the new life insurance written in May, 1917, was 32.39 per cent greater than in May, 1916.

The Insurance Press has issued a statement estimating that $3,000,000,000 of life insurance is carried by men who are subject to the draft and who will carry their insurance into the war without any extra war premium.

"The plan of the United States Government to cover the casualties of war in the army and navy, through a system of insurance," declares The Insurance Press, "possibly as a complete substitute for the pension system, demonstrates how vital a place the insurance principle has in human affairs. Life insurance was practically undeveloped at the time of the civil war; its employment as a means of indemnifying the dependents of war heroes was probably not even considered. Now it may come to pass that the insurance methods will displace the pension method and that the United States will be the first nation in the world to make the change."

As computed by The Insurance Press, the life insurance distributions in the United States and Canada for 1916 amounted to $758,500,000. The payments for death claims, matured endowments, and other benefits amounted to $476,900,000. For premium savings (dividends paid to policy holders) for the cash values of policies surrendered, for annuities, and to beneficiaries under policies issued in foreign countries, the regular companies in the United States and Canada paid $281,600,000.

The largest payment on a single life in 1916 was in the case of Thomas L. Shevlin, the Yale football star, who died Dec. 29, 1915, leaving an insurance policy of $1,525,000. The next largest claim was the case of Lewis Parker, Greenville, S. C., amounting to $770,000, and the third largest claim was in New York City, in the case of William A. Read, amounting to $617,000. The total insurance payments in New York City for 1916 amounted to $37,531,000. Chicago came next with $15,400,000.

Judging from the completed returns, 1916 was the greatest year in the history of life insurance in the United States as regards the amount of new business written. In Canada also the new issues exceeded the 1916 totals and approached closely to the biggest life insurance year the Dominion has known. In the two countries $4,500,000,000 of new business was written, about $4,270,000,000 in the United States and $231,000,000 in Canada.

"No more conclusive facts indicative of general prosperity," says The Insurance Press in its announcement, "can be brought forward than the reduction in the amount of life insurance policies surrendered for present cash values and the smaller volume of borrowings from life insurance companies on life insurance policies as collateral. A continuance of 1916 conditions would undoubtedly show the policy loan account greatly reduced at the end of 1917, but that result cannot now be predicted, as the effects of the war remain to be determined."

'Gas' From Kerosene At 1 Cent A Gallon

Louis Bond Cherry of Kansas City, Mo., is in Washington for the purpose of submitting to the government an electro-chemical process for the conversion of kerosene into synthetic gasoline at a cost, according to Mr. Cherry, of less than one cent a gallon. Mr. Cherry described his process as the successful application of the electro-magnetic theory of matter by mixing hydro-carbides. In a test plant at Coffeyville, Kan., he said, 78 per cent of kerosene has been converted into waterlike gasoline of quality sufficiently high to do first-class dry cleaning or run an automobile. Gasoline may be produced also from other low-grade distillates of crude oil, such as solar oil and gas distillate, he asserted.

An electric plant capable of converting 60,000 gallons of distillate per day has been built and tested at the Sinclair refinery in Coffeyville, Mr. Cherry said. He is now experimenting with the proper length and diameter of treating chambers required. As soon as these experiments are completed, he said, he will be able to convert at least 90 per cent of kerosene into gasoline.

Mr. Cherry is a member of the American Institute of Electrical Engineers, the American Electro-chemical Society and the American Association for the Advancement of Science.

Gasoline Shortage This Fall Is Seen

Eastern advices state that there will be a serious gasoline and fuel oil shortage this fall, unless the supply is greatly increased in the meantime. The mobilisation of troops this fall will create a great demand for gasoline oil. As soon as ships are available, large quantities undoubtedly will be sent to Europe for the use of United States troops, as well as those of the Allies.

CONSTANT HEADACHES.

People with thin blood are much more subject to headaches than full-blooded persons, and the form of anæmia that afflicts growing girls is almost always accompanied by headache, together with digestive disturbances.

Whenever you have constant or recurring headaches and pallor of the face, they show that the blood is thin, and your efforts should be directed towards building up your blood. A treatment with Dr. Williams' pink pills will do this effectively, and the rich, red blood made by them will remove the headache.

More disturbances to health are caused by thin blood than you have any idea of. When your blood is impoverished, the nerves suffer from lack of nourishment and you may have insomnia, neuritis, neuralgia, or sciatica. Muscles subject to strain are under-nourished and you may have muscular rheumatism or lumbago. If your blood is thin and you began to show symptoms of these disorders, try building up the blood with Dr. Williams' pink pills, and see if the symptoms do not disappear as the blood is restored to normal.

You can readily obtain Dr. Williams' pink pills from any dealer or direct, 1 bottle for $1.50, 6 for $8, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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World Ruin Seen in a Tariff Wall Against the Germans

(Continued from Page 8)

ly, yet so foolish are we that still we must maintain the police. Perhaps a League to Enforce Peace might do for international affairs what the policeman does for local life.

Morality Must Be Backed by Force

"I am satisfied that the ultimate sanction of morality is force. Educated public opinion will go a long way, but much education is needed. I should be more hopeful if a man pretending to be drunk on the stage disgusted audience instead of making them laugh. If all the world's disgust with those who went to war was absolute then war would cease.

"The ultimate reason why humanity is honest is the policeman around the corner, whether he be the armed force organised internationally by a league to enforce peace or the blue uniformed individual constable. I hope that you and I need no policeman. Maybe we have learned some wisdom. But there are those who need him.

"I say the ultimate, but by no means the only, frequently not even the operating sanction of morality is force.

"We must all struggle toward an effective internationalism, and that might be achieved most easily through trade. An international council of economists would be valuable. The protectionist says: 'My motives are of the purest; the one thing I want is the good of the nation at large; it best can be secured by making me prosperous and keeping me free from the other fellow's competition.' The free trader says: 'Competition is the life of trade.' I am afraid only education can be counted on, education which will reveal and prove positive facts to the whole people.

"What hope is there for better things after the war? Here are three great free peoples—yours in America, mine in the British Empire and those of France. We might make a beginning along that line. If we succeeded the others, by the mere necessity of self-preservation, would be forced to knock for entrance to our circle.

"But who would take charge? The professional economist never is face to face with the daily problem. The political economist is less so. The man in business almost always is an empiric and very hard to convince, especially if he has succeeded in business by instinct, personal genius, rather than by study of conditions and rational meeting of them. Genius throws us out of logic.

A Non-Political Conference

"The trouble is that the men who know are not those who control international or even national affairs. I wish we might have an international conference of absolutely non-political experts with power, but how can it be managed?

"It is easy to say that the causes of the war lay deeper than protection and free trade. But did they? If Germany had been an absolutely free trade country she might not have developed as rapidly as she did, but she could not have restricted her franchise in Prussia, and she would have been more contented and would have remained at peace.

"When we begin really to consider the consumer we shall be on the right track. The producer always is one of a group of big people who easily can combine and co-operate; the consumer always is one of a great many little people who can't and don't get together. So the producers outweigh them. Really it is the consumer who is most important.

"Even if we could establish an international parliament to originate and pass trade laws which would be absolutely fair, we would be confronted by the matter of its sanction. If individual countries, parties to the parliament, refused to obey the laws it made who would force them to compliance?

"Somebody would think his interest would be served best if he broke away. Always some one breaks away in great combinations. If all the manufacturers of some indispensable article agreed they would blackmail the balance of the world. All that safeguards the world is that manufacturers won't keep an agreement. The sorrow of the world is that governments will not either, though their adherence would mean not Germany's 'Der Tag,' but the great day of peace.

"Whenever business has tried combinations they have raised prices till some one could appear out of nowhere and destroy them with low prices. As long as business remains thus dangerously situated national prosperities must fluctuate, and as long as they fluctuate wars will be inevitable. The only solution is economic, and that is a hopeless thing to say, although the military solution and the Christian always fail.

"The economic solution implies getting the powerful people of the world to look at the whole problem, not from the producer's side, but from the consumer's side. The politician always forgets the consumer, or tries to protect him from himself, which starves him to death, or tries to protect him from the producer, which starves the producer to death. Without the producer the consumer cannot live. And there you are again.

A Strong Case For Big Combinations

"I am bound to say that I think a strong case could be made in favor of the great commercial combinations that have grown up in the United States. I don't want to speak especially of the Standard Oil and the Steel Trust, but some thoughts inevitably are suggested.

"I think it possible that if we could have, say, all the steel manufacturers of the world frankly conferring so that we might arrange our affairs in such a way as to enable us to produce and sell under the most favorable conditions great things might come of it. If in such a plan as that, individual advantage could be disregarded it would be safeguarded thereby and this would advance the welfare of the world.

"It might involve our saying to the prospective buyer: 'You must buy your steel of so and so,' but that wouldn't matter if he were protected against extortion.

"It is obvious that ten steel makers can lay their heads together in Great Britain, the steel makers of America can do the same and those of Germany and of every other country. Then why should not each group choose a representative and send him to confer and to agree with all the other representatives?

"Then we could say to a buyer, 'You must buy your rails of A, for his, if not better, are as good and more available than B's; or if they are not more available the purchase will tend to maintain the equilibrium of the world's steel market, which will tend to maintain the world's peace.'

"But there would be great difficulty in preventing the abuse of such great power. The only way would be so to educate the steel men that they would know the wisdom of selling to the consumer exactly what he might need and at exactly the fair price. Could that be done?

"Universal free trade would be the way out of it all of course; but consider the mad opposition!

"It is essential to the world that there should be one free trade nation, even if there be no all embracing free trade confederation. Today Great Britain is that nation.

"We are a very small country. You produce more than we do. Germany produces more than we do. Yet Great Britain holds the key to the world. London is the only market where any one can buy or sell without paying taxes; therefore every one wishes to sell there and to buy there. That, added to Great Britain's geographical position, will make her permanently the financial center of the world if she remains free trade.

"Finally I must say that nothing could be madder on the part of any nation than the adoption of retaliatory measures after this war ends. It would spell ruin for the country and sow the seeds of further wars."

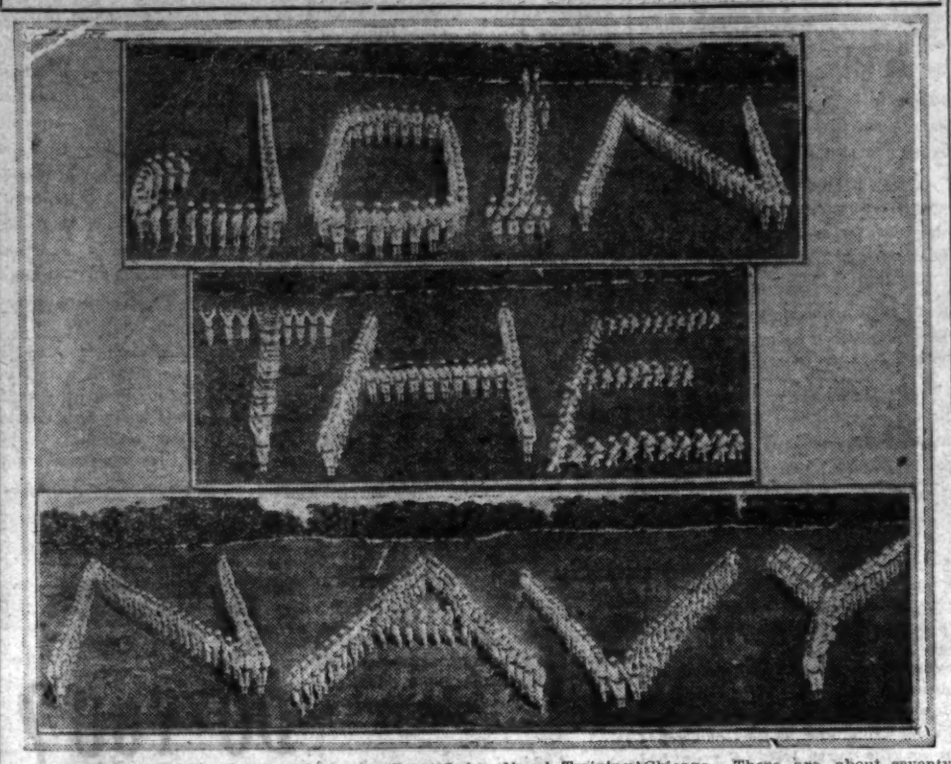
U. S. to Ignore Unions When Manning Ships

Delay Of One Day May Mean 1,500 Lives In France, Says Redfield

Washington, August 1.—The policy of the United States to man American ships with allen masters and to disregard all unions in the manning of ships was laid down as final today at a conference between Secretary of Labor Wilson, Secretary of Commerce Redfield, members of the shipping board, representatives of vessel owners and of seamen and masters.

The necessity of getting men to take out American ships was declared to be vital by Secretary Redfield, who declared that a delay of one day in getting one ship cleared from an American port might mean the loss of 1,500 lives in France. He urged that shipping men and seamen "get together" and get the ships manned and cleared regardless of all other considerations.

Living Plea for American Naval Recruits



This interesting plea for naval recruits was staged by naval rookies at the Great Lakes Naval Training Station, Lake Bluff, Ill., near Chicago. There are about seventy men to each letter.

AMERICA TO RUSH WOOD SHIP WORK

Seven Hundred Under Construction; Lumber Men Are Urged To Hasten Output

Washington, August 1.—The government's shipbuilding program, as it will be carried out by the reorganised Shipping Board, provides for as many wooden ships as the country can build. This was made clear today to producers of Southern pine lumber called here for a conference looking toward speeding up their output of ship timbers.

War demands require the construction of every vessel—wood and steel—that American yards can turn out, the lumber men were told by Rear-Admiral Capps, the new general manager of the Shipping Board's fleet corporation. The government, he said, had new information to spur the building onward and he appealed to the producers to increase their output in every possible way.

It was shown that 700 ships are now under construction, and that merit had been found on both sides after an inquiry into the Goethals-Denman row. Incidentally, it was hinted that the Shipping Board may abandon the plan of Major-General Goethals for construction of two government-owned shipyards to build fabricated steel ships. Ships will be fabricated, but the work may be done in private yards to be commandeered.

The conference disclosed that although the Southern Pine Association pledged enough lumber for 100 ships, its members have been slow in furnishing the cut. Some producers admitted that higher prices to be had elsewhere made many plants reluctant to work on government contracts.

After Chairman Hurley of the board, Admiral Capps and a number of producers had appealed to the industry to furnish the government with its requirements, officers of the pine association declared they were certain there would be little more difficulty in getting deliveries.

The 100-ship units promised were based on a price of $35 a thousand, fixed by the defense council's lumber committee. On outside orders, it was said today, some producers are getting $10 more than that. Thus far the association has placed out 63 of the 100 orders for ship material. Contracts for 66 additional wooden vessels have been let and the corporation is negotiating for 88 more, but none of this lumber is in sight.

The problem of obtaining masters and crews was taken up at a conference today between government officials and shipowners, representatives of masters' associations and the Seamen's Union. It was decided to name a committee to work out an understanding by which more men for ships may be obtained.

EUGENICS FOR JAPAN

Society Formed To Improve The Stock Of The People

Tokio, Aug. 26.—With the idea of improving the stock of the Japanese race a Greater Japan Eugenics Society has been organised under the auspices of Dr. Yamanouchi, a specialist in physical science, Dr. Abe, well known in literary circles, and two other men. The society will have its main offices in Tokio, with branch offices in different parts of the Empire. A general meeting will be held once a year, on February 16, the day when the founder of eugenic sciences was born.

"WHY AM I ILL?"

AND WHAT IS THE CAUSE?

HOW TO TELL.—Does every cold affect your back, and cause a feeling of chilliness, followed by disturbance of the kidney action? Does the use of spirits or tea or beer excite the kidneys? Are you easily worried and annoyed over trifles? Are the feet and hands cold? Circulation bad? Do the feet and legs swell? Is there a puffiness under the eyes? Do you have rheumatism, poor eyesight, headaches and backaches? Is there gravel, or any unnatural action of the kidneys?

If you have any of the above symptoms, your kidneys are either weak or diseased, and these symptoms are warning of more serious trouble to follow—Bright's Disease or Diabetes

Whatever you do, whatever you *think* your disease is, look well to your kidneys at the *first sign* of anything wrong. Give them just the aid they require in Doan's Backache Kidney Pills, and see how well and fit you feel, after even a few doses. Their effect is marvellous and lasting.

Doan's Bachache Kidney Pills are a never-failing cure for all forms of kidney trouble. They instantly relieve the congested, overworked kidneys, and gradually bring them back to health. Their whole action is on the kidneys and bladder—not on the bowels—and by doing one thing only they do that one thing well.

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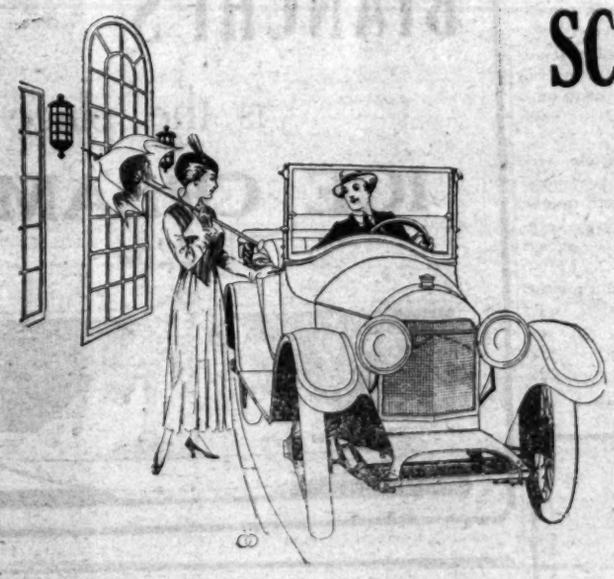

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Nerve Requirements Of Flying Men In The Great War

By Paul Bartholow, M. D.

Some extremely practical criticisms of the medical examination of air pilots have just appeared in La Nature, L'Aerophile and Aeronautics—French and British official journals. Three years of war have changed many things, and most profoundly the early judgments of the type of men best fitted to be aviators. This is a natural result, for without actual experience of fighting in the air it was clearly most difficult to make a choice of the fighters, and no one could do more than guess that the most successful air pilots might be different in their inclinations and qualifications from good men in other arms of the service. The most recent experience shows that there are differences of the most fundamental kind, and the aim now, in England particularly, is to study and classify these differences for the purpose of medical examinations. It is realised, that the war will be decided by supremacy in the air, and the question therefore arises: How are the requisite numbers of pilots and the necessary reserves to be recruited and trained?

The scheme of beating Germany in the air, the soul of the strategy of the military and naval commanders, will fail, as will some of the most carefully thought out plans of the war, if the men are not provided or if the supply is curtailed by inexpert and narrow minded methods of medical examination. Errors in this examination will kill all the efforts of the major strategy. This strategy is summed up in the words machines and men, as the operations in the air to be successful hinge upon a rush. If the medical tests are so severe that few men can pass them, the air service will be quickly minus the man power, though it may have the machines.

The belief that men must be rejected when their nerves are found to be different from what the surgeon imagined belongs to most examiners when their experience is an amateurish one. They maintain that a man of cast iron nerve is the ideal type. No doubt this must be the opinion of many people besides army surgeons. Every aviation pupil is apt to be misjudged, both by laymen who are seldom in a position to pronounce and by amateurs who are incapable of looking at themselves, or specialists inclined to exaggerate the faults they see or imagine, or croakers ready to put the worst interpretation on every symptom. The appearances of nerves are only appearances after all, since they vary while the physical temperament remains substantially the same; they often tell us little about the true characteristics lying under them, and of which even attentive observers may be only conscious in flashes. A good examiner does not interpret nerves onesidedly, and a good system of examination leaves room for the moral and instinctive elements that serve a man in moments of danger. In aviation the possession of these moral qualities which may co-exist with a nervous disposition is best brought out during the process of "blooding" at the front, which has proved of such value to French and British pilots.

Experience in squadron fighting with machines of unexampled speed is the training that gives birth to self-reliance. There is something contagious about this quality, and it is caught by men who are perhaps strangers to it when they come in contact with the tried aviators of our armies. The nerve which consists simply of inherited constitutional stolidity, valuable as it undeniably is, is but a poor substitute for the strength of a war education, and this education, as authorities of the greatest experience say, must be moral and practical first, and physical secondarily. The entire gist and conclusion of the experience of aviators at the front is expressed by Lieutenant de la Grange in an American journal of aeronautics: "It is almost impossible to say beforehand whether a man can become a good aviator. Some of the best French pilots were in such bad physical condition that they had been rejected by the army." This is certainly a significant and telltale fact, though it will hardly be admitted by fervent admirers of red tape.

The fact is that a medical certificate is not always preparation for action. It is no depreciation of its value that it cannot single out the man capable of the feat of Captain Guynemer. It is described in an article on bombardments from the air in the current number of La Nature: "During the month a German aerial squadron of a score of large bi-motor bombarding craft, escorted by several aeroplanes of the fastest kind, crossed our lines to bomb one of our largest munition factories on the Moselle. Captain Guynemer, in the course of a foudroyant combat, forced one of these mastodons to fall." The article proceeds to say that both sides in this encounter gave proofs not only of courage as usually understood, but of mental and intellectual accomplishments; that is, calculation of angles, of space, atmospheric currents and the management of planes, rudder, machine guns and bomb gauges. As to the physical qualifications of such fighting the eyewitness who writes the account says that they are essentially different from those of a soldier of the line. In action the aviator must have mental agility in the highest measure if he is to survive—quickness of judgment and decision; while in his training and preparation the most valuable qualities are an aptitude for mathematics and technical mechanics, the purely physical qualities being secondary. All this is understood and studied with much skill at the present time in Europe and especially in England. It is admitted that the medical examination under the ordinary rules, despite its great advantages, often leads to wrong conclusions in the case of aviators.

The success of the present system in the United States will be open to grave question as long as examiners have so little conception of the close and practical relation between courage and mental growth, and so little sense of personal responsibility. In this respect they are not to blame, but the rules which hold them accountable for any failure to discover physical defects. Indeed they have little choice. The consequence is inevitable; excepting a few surgeons better acquainted with aviators or predisposed to read their temperament more clearly, examiners look upon physical defects in a sombre light; they greatly approve of rejecting a man for some wholly unimportant ailments, and regard minor imperfections of nerves or muscles as universally the mark of unfitness. Under the erroneous notion that the texture of the mind and nerves in action can be determined by artificial physical tests in the office, surgeons have been led to employ shock tests and other sensational modes of trying the nerves. Belief in these tests is about on a par with the credulity of the older sportsmen.

It is related by Montaigne, who fully believed the story, that sportsmen say that if you want to find out which is the best worth keeping of a litter of puppies the way is to carry them away from the kennel and keep the one which the mother first brings back. It never occurs to him to ask how, when all the rest are drowned, you can possibly tell that the one so chosen was the best.

It is characteristic of the method of physical examiners that their scepticism never extends to matters of fact. If only thirty men are taken in a batch of a thousand candidates, how can the value of the other 970 be told?

The official journal Aeronautics and L'Aerophile have just published the views of experts of three years trial on these points. It will be conceded that they are likely to know more than armchair specialists who have never been up in an aeroplane. The consensus of opinion was that the medical examination pushed things to extremes. Protests were made against the loss to the nation brought about by the undue proportion of men rejected for physical reasons. Medical certificates were not always proofs of fitness, for men who had passed the physical examination afterwards failed in the aerodrome training. On the whole it seems best to accept this training as the test, as they do at the Ecole Acrobatique. With regard to medical tests, Lieutenant-General Henderson thought the French were on the wrong line, as they had gone in for the nerve test. Nerves, he said emphatically, had nothing to do with the matter.

There were some physical disabilities, often, small ailments, such as obstruction in the nose or throat, which would have more effect in making a pilot unable to fly a great altitude or for a long time. He thought the British had fewer failures than the French. British physical tests were entirely different from those applied to men who were going into the trenches. When pilots had been found unfit for flying at the front people had sometimes said it was due to "cold feet," but in a large proportion of these cases the medical authorities had found perfectly recognisable physical disability. In many cases the men had been treated in hospitals and brought out fit and were flying now. It was a matter of regret that this remedy had not been found out some time ago, as many good pilots had been lost because it was thought that their nerves were gone. In nine cases out of ten the failure had nothing to do with nerves. With regard to the shock tests and the medical tests of equilibrium in use Commander A. H. Longmore, R. N., thought that these medical tests might, in certain cases lead to erroneous conclusions being formed of a weak pupil. Highly strung pupils if sealed up in a box and sent up 20,000 feet would probably get a little nervous. It was the same with the other shock tests. The pupils would be expecting the shock, and this would affect their hearts, but they might turn out excellent pilots.

Captain Beatty, speaking of French experience, said that the medical test had been considerably discounted at the Ecole Acrobatique. In some cases men of cast iron nerves, quick judgment and decision had made fine pilots, but in other cases they had accepted pilots who had just been allowed to pass the medical tests. Some of these men had turned out the finest pilots in France. It had therefore become a custom to take the medical test with some grains of salt. If these tests had been followed in all cases France would be decidedly short of pilots. It was asked what previous training best fitted a man for flying. Some aviators thought that motor car racers and good motor drivers made the best pilots; other favored horsemen and yachtsmen, but these points were unsettled.

The surest tests were training with the low power aeroplanes in the aerodrome, and acclimatisation. For these tests good lungs were the most important assets. The heart must be strong, but Captain R. C. Hucks made the statement that the medical test had been the cause of many mistakes in this part of the examination. Men who had relatively weak lungs and heart had proved excellent pilots at high altitudes, because nature had given these organs of the human body great powers of compensation and adaptability. At high altitudes, that is, in rarefied air, the natural resources of the body came into play; the respiration was stronger, the corpuscles of the blood increased their oxygen carrying capacity, and the heart muscles grew larger and more powerful. Acclimatisation, therefore, was the supreme test. It enabled the pilot to resist the effects of rarefied air, headache and the sense of bulging of the head, which to some men were so trying that they had to give up aviation. No medical tests could tell a man exactly beforehand if he could overcome these effects of the air.

There is no disposition to minimise the value of the medical examination, but the feeling among the most experienced pilots and instructors is that the medical tests have been too severe and that they have often missed mark. Besides, the conditions of flying are so different from those of ordinary life that the only safe way of choosing the pilot is through experience. As the air service is becoming more important every day, and as it is necessary to recruit every man recruitable, the medical examination must be conducted without preconceptions or fads. If it has proved impractical in many cases in Europe, it may have the same fault in the United States, which will mean a loss of valuable pilots, perhaps of brilliant ones.

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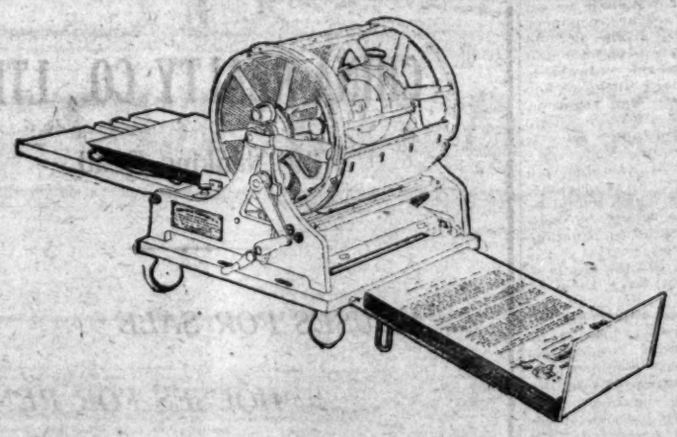

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AGENTS

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H. C. HOOVER, STURDY AMERICAN TYPE, IS AN ENIGMA TO FOES

Dictator Of United States Menu Is Simple And Direct In His Dealings

By Henry M. Hyde

Washington, D. C., Aug. 2.—[Special.]—What sort of a human being is Herbert C. Hoover? So long as the war lasts Hoover will have more to say about what we all eat and what we pay for it than anybody else. Hoover will be an uninvited guest at every American dinner table. He will be a steady boarder for the period of the war in every American home.

Suppose we go over to the building of the interior department and look Hoover over, have a chat with him, see whether we are going to enjoy his society?

Everybody knows something about what Hoover has done. Books have been written in praise of his work as head of the C. R. B.—the commission for the relief of Belgium. The story of his business career has been told, with its last chapter, prior to the war, locating him in London as mining engineer, with branch offices in New York and San Francisco and mining interests scattered over half the world.

Hoover Hard To Describe

But what about Hoover the man? What does he look like, talk like, act like? What are his pet amusements, what are his chief faults, how are we all going to be impressed by him when he walks into every dining room three times a day until the war is over?

It isn't easy to give any clear idea of Herbert Hoover. There is no single conspicuous feature to hang the picture on. If Hoover only had long red whiskers, if he wore his hair long, or had acquired a monocle or an English accent during his long residence in London, the job would be easy. But he possesses none of those accomplishments or adornments.

He is of medium height and his figure is square and sturdy. He is smooth shaven, his face is broad rather than long, and his features are straight and regular. He looks younger than his years, which are only 43. He has a thick thatch of brown hair and he has not even begun to show the slightest signs of becoming bald headed.

Well Dressed American

I'm afraid one would not turn to look twice at Hoover in a crowd. If he did he would conclude that here was a well dressed, well to do, good looking, young American business man—his nationality could not be mistaken. He looks, too, like a western man—which he is—and not at all like a Quaker—which he also is, by inheritance, at least.

Chatting with Hoover one needs listen closely, for he talks in a tone a little lower than that usually used in conversation. That is not an affectation. There is no affectation about him. His chief characteristic, perhaps, is directness. He seems to know exactly what he wants to do and to have a good idea of how to get it. And he talks straight to the point.

It was direct, straightforward talk, in his low voice, that Hoover used in persuading arrogant German generals and haughty dignitaries of the British foreign office to permit him to buy ships, and distribute food for the Belgians across barred waters and through lines of battle.

It is not permitted to interview Mr. Hoover until after the food bill has been finally passed and signed, so what he said may not be set down here.

"What Is He After?"

So far Hoover has been a distressing puzzle to the cynics of Washington. When a new man comes down to the national capital the first question they ask is "What is he after?"

In the case of Hoover they know it is not money. His salary and that of each of his chief assistants—all volunteers—has been fixed at $1 a year.

They are equally certain that Hoover has no political ambitions. No man would take the thankless job of trying to regulate food prices, distribution, and consumption, in which he is sure to make many enemies and an exceedingly uncertain number of friends, if he was planning to run for office.

They have no idea that Mr. Hoover is in search of social prestige, for they have learned that no man is more careless of social conventions. In British social circles Hoover was known as "the rudest man in London." Here in Washington, even when he has guests at dinner, he is likely to leave the table suddenly to telephone, and he not infrequently quits a party of guests without explanations in order to write down something that has occurred to him as worth recording.

Declined British Post

But the best proof of all is found in the fact that his great abilities as an organiser, being well recognised in Great Britain, when in the early days of the war he was offered a post of great responsibility in the British government, which would have necessitated his giving up his American citizenship, he declined the offer without the slightest hesitation.

To have accepted it would have meant a certain "Sir" before his name and the probability of a peerage after the war. A man who turns down chances of that kind has surely not been bitten by the society bug.

And, finally, when it was learned that Hoover's oldest son, a boy of 14, is attending the public high school at Palo Alto, Cal., the cynics gave up the social prestige theory as an utter impossibility.

Claim He Seeks Power

There remains to the cynics only the idea that Hoover enjoys the exercise of great power and that he has come back to the United States now because the position of "food dictator" will give him free rein. That is the line of attack followed by Reed of Missouri, the noisy boy of the senate, of whom a man fond of Biblical allusions says he never before knew what was meant by "a reed shaken in the wind."

Reed says that Egypt is the only country that ever had a food administration like that projected in the United States and compares Hoover with Pharaoh. When the latter got through with Egypt Senator Reed declares that the country was all to the bad, only, of course he did not use such language.

"From that day to this," the senator said, "Egypt has walked with bowed head and broken heart. In her sad eyes the light of hope has never flashed. Dead as are the rocks of her mighty monuments, she lies at the gateway of human life like the entrance to a sepulchre."

Vast Power in Hands

Something lie that is what Senator Reed expects Mr. Hoover to do to the United States. And, now that we know the worst, it may be admitted that the food administrator of the United States does enjoy the exercise of power, in which he does not differ from most strong and efficient men. He has had a lot of power for many years.

Born on a farm in Iowa and left an orphan when a small boy, he has supported himself since he was 13. At the age of 25, four years after he had graduated from the Leand Stanford university, he was appointed director and chief engineer of all the mines of the then empire of China. He took a leading part in the defense of Tientsin during the Boxer rebellion. He has managed mines in all the continents but South America. He has played a big part in the business world of London.

He did well a tremendously difficult job in the feeding of Belgium—a task which he still directs, spending $10,000,000 a month now in the United States for the relief of Belgium and north France. And now he has come back home to use his matured and tested powers in the service of his country.

Measures Up To Job

Once the food bill is signed by President Wilson I think Hoover will quickly straighten out the present confusion and conflict or authority—for which he is not responsible.

He plans to see, first of all, that the people of the United States get an abundant supply of food; that foods are properly and evenly distributed; that speculation in food stuffs is stopped, and that prices are kept at a fair level. He will see also that all the possible surplus of foodstuffs is sent to feed our allies in Europe.

He is one of the men in Washington who seems plainly to measure up to his job.

The King Without A Country ◎ Albert At The Front

King Albert of Belgium on his way to the front-line trenches in northern France. The officers with him constitute a British Guard of Honor, which accompanies him whe rever he goes.

Shanghai Tramways

The following is the Traffic Return of the Shanghai Tramways (Foreign Settlement) for the month of August, 1917, and for 8 months ended August 31, 1917, with figures for the corresponding periods last year:—

	Aug., 1917. Mex. $	Aug., 1916. Mex. $
Gross Receipts	130,421.08	129,803.82
Loss by currency depreciation	29,087.05	34,425.40
Effective Receipts	101,334.03	95,378.42
Percentage of loss by currency depreciation	23.58	27.99
Car Miles run	332,528	330,194
Passengers carried	6,040,171	5,901,451
	8 Months ended Aug. 31, 1917. Mex. $	8 Months ended Aug. 31, 1916. Mex. $
Gross Receipts	1,048,762.66	985,047.73
Loss by currency depreciation	232,403.01	259,727.60
Effective Receipts	816,359.65	725,320.13
Percentage of loss by currency depreciation	23.57	27.99
Car Miles Run	2,696,116	2,442,921
Passengers Carried	47,618,085	43,852,997

LOCAL SHARE MARKET

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SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express R	Fast R	3rd and 4th	Fast R	Local	Fast Local	Night Express R.S.
SHANGHAI NORTH....dep.	..	7.55	8.10	9.40	12.45	15.25	16.55	22.00
SOOCHOW ....dep.	..	9.41	11.22	12.20	14.55	18.15	19.15	1.08
WUSIH ....dep.	..	10.31	12.04	13.41	15.54	19.27	20.20	2. 0
CHANGCHOW dep.	6.50	11.22	13.18	15.03	16.48	..	21.25	3.10
TANYANG ....dep.	8.05	12.09	14.11	16.16	17.41	..	..	..
CHINKIANG..dep.	9.16	12.52	14.55	17.17	18.22	..	..	5.06
NANKING.....arr.	11.19	*14.15	16.26	19.13	19.50	..	..	6.50
PUKOW .....dep.	T.P.R	5.15.30	..	..	..	..	..	..
TSINANFU ....dep.	Second	8.06	..	..	..	..	..	..
TIENTSIN .....arr.	Day	14.31	..	..	..	..	..	..
CENTRAL.....dep.	P.M.R.	17.00	..	..	..	..	..	..
PEKING .....arr.		19.50	..	..	..	..	..	..

STATIONS.	Local	Fast Local	Fast R	3rd and 4th	Fast	Express	Local	Night Express R.S.
PEKING .....dep.	..	..	..	..	P.M.R.	8.35	..	..
TIENTSIN .....arr.	..	..	..	..	T.P.R	11.10	..	..
CENTRAL.....dep.	..	..	..	..	T.P.R	5.12.00	..	..
TSINANFU ....dep.	..	..	..	..	Second	20.31	..	..
PUKOW .....arr.	..	..	..	..	Day	18.00	..	..
NANKING ....dep.	..	..	7.20	8.05	11.45	*14.20	15.25	22.00
CHINKIANG..dep.	..	..	9.00	10.11	13.30	14.06	18.16	1.00
TANYANG ....dep.	..	..	9.36	10.39	14.12	16.41	19.08	..
CHANGCHOW dep.	7.00	..	10.34	12.19	15.08	17.59	20.20	3.06
WUSIH .....dep.	8.15	7.10	11.28	13.14	16.00	18.29	..	4.11
SOOCHOW ....dep.	9.35	8.11	12.23	14.54	17.01	19.21	..	5.12
SHANGHAI NORTH ....arr.	12.15	10.15	14.20	17.30	18.58	21.00	..	7.00

R. Restaurant Cars. *Connects with through Siberian Service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS ..dep.	6.55	8.15	10.45	13.10	14.40	16.20	18.10	19.55	22.10	SHANGHAI NORTH dep.	6.15	7.35	10.05	12.15	14.00	15.50	17.25	19.10	21.30
KIANGWAN dep	7.22	8.42	11.12	13.37	15.07	16.47	18.37	20.22	22.37	KIANGWAN dep	6.26	7.46	10.16	12.26	14.11	15.41	17.36	9.21	21.41
SHANGHAI NORTH .. arr.	7.30	8.50	11.20	13.45	15.15	16.55	18.45	20.30	22.45	WOOSUNG FORTS..arr.	6.50	8.10	10.40	12.50	14.35	16.05	18.00	19.45	22.05

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local	Local
Shanghai North..... dep.	....	7.35	9.00	10 00	....	14.50	....	....	....
Jessfield ..... dep.	....	7.51	9.16	10.20	....	15.06	....	....	....
Siccawei ..... dep	....	7.58	9.23	0.29	....	15 13	....	....	....
Lunghwa Junction..... dep.	....	8.15	9 40	10.47	....	15.30	....	....	....
Shanghai South.....dep.	....	*7.45*	*9.10*	*10.15*	*13.35*	*15.00*	*16.00*	*18.50*	*17.55*
Lunghwa Junction.....dep.	....	*8.15*	*9.40*	*10.47*	*13.52*	*15.30*	*16.22*	*17.07*	*18.12*
Sunglang .....dep.	....	8.59	10.48	12.02	....	16 07	17 42	....	....
Kashsi .....dep.	....	9.51	11.52	13 28	....	16.58	18 49	....	....
Kashing .....dep.	7.40	10.25	12 30	14.35	....	17.22	19.20	....	....
Yehzah .....dep.	8.45	11.05	13.15	15.50	....	17.53	....	....	....
Changan.....dep.	9.45	11.41	14.00	16.50	....	18 24	....	....	....
Hangchow.....dep.	11.10	12.50	15.25	18.30	....	19.19	....	....	....
Zahkou..... arr.	11.35	13.10	15.50	19.00	....	19.35	....	....	....

STATIONS	Local	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou ..... dep.	....	....	....	6.30	7.55	....	9 20	14.10	15.30
Hangchow ..... dep.	....	....	....	7 00	8.30	....	10.00	14.35	16.05
Changan ..... dep.	....	....	....	8.04	9.48	....	11.40	15.20	17.36
Yehzah ..... dep.	....	....	....	8.41	10.31	....	12 39	15.51	18.40
Kashing ..... dep.	....	....	7.15	8.28	11.22	....	14.10	16.30	19.30
Kashsi ..... dep.	....	....	7 48	9.53	11.55	....	14.48	16.52	....
Sunglang ..... dep.	....	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction.....dep.	*8.18*	*9.43*	*10.23*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	...
Shanghai South.....arr.	*8.35*	*10.00*	*10.45*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction..... dep.	....	....	....	11.35	14 05	....	17 18	18.20	....
Siccawei ..... dep.	....	....	....	11.44	14.14	....	17 28	18.29	....
Jessfield ..... dep	....	....	....	11.51	14 21	....	17 37	18.36	....
Shanghai North ..... arr.	....	....	....	12.05	14.35	....	17.55	18.50	....

KONZEN CHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZEN CHIAO

Konzen Chiao...	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	....	10.10	12.25	...	17.20	....
Ken Shang Mun.	dep.	7 10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12 45	14.55	17.50	19 15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Ken Shang Mun.	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	....	9.40	12.10	....	16.55	....	Konzen Chiao...	arr.	7 55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, SEPTEMBER 2, 1917

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap	Reg.
To day							
Europe via Siberia (P. Train)	†Via Pukow		7.00				17(1)
River Ports	Kiangyung	21.00	..		..	..	21.00
Swatow, H'kong and Canton	Yingchow	9.3		..			9.00
Tomorrow							
Europe via Siberia	Via Pukow	A21.0	..	..	18.00		17.30
Hongkong			17.				
Hongkong and Canton	Chenan	21.0			16.30	17.00	21.00
Tsin (Daily except Sunday)			17.00				
Ningpo ..	Hsin Peking	..	15.0	..			
Peking and Tsin (Every day	Train				17.3	..	..
Hankow			17 00	..			17.00
Tsingtao & Dairy	Kobe maru	..					
Tientsin	Kianghsin	21.0			..	11.00	10.30
Tsingtao, Manchuria & Dairy	Kobe maru	10.00	..	..			21.00
Chefoo and Tientsin	Hsinming	21.0	17 00	..	17.00	..	9.30
Amoy and Swatow	Peiching	21.00	17.00	..	18 30	17.00	2.30
Tuesday Sept. 4.							21.00
Weihaiwei, Chefoo & Tientsin	Fengtien	18.30	18.30	..		..	13.00
Japan Ports	Yawata maru	10.30	..			..	10.00
Swatow and Hongkong ..			9.30	..	..		
Europe via Siberia (Express)	†Via Pukow	..	7.00	..	..		7(2)
Japan			11.00		..	..	
Swatow, H'kong and Canton	Wosang	9.30		..	..	..	9.00
Weihaiwei, Chefoo & Tientsin	Koonshing	10.3	0 3	..	..	..	10.00
Swatow	Shawhsing	10.3	10.30		..	..	10.00
Japan via Nagasaki ..	Yawata maru			..			11.00
River Ports	Loongwo	21.0		..		o13.3	21.0
Hongkong and Canton .. .		12.00		..	..	..	11.30
Wednesday, Sept. 5.							
Europe via Siberia	Via Pukow	A21.0	..	..	18.00		17.30
Amoy and Hongkong		..	17.00	..			
Thursday, Sept. 6.							
Europe via Siberia (P. Train)	†Via Pukow		7.00				17(3)
Japan via Moji	Kumano maru					o13.0	12.30
Japan Ports	Kumano maru	12.0	..	..	..		11.30
Japan via Kobe	Kitano maru	10. 0					9.30
Friday, Sept. 7.							
Japan via Nagasaki	Hakuai maru	..	..	..	..	o12.30	9.30

†Letters forwarded by this route only when specially marked.

A Registration 8.30 a.m. Supplementary mails closed at 7 a.m. following day.

B Letters and boxes with declared value 10.30 a.m. Parcel post and money orders 10 a.m.

C Letters and boxes with declared value 11 a.m. Parcel post and money orders 10.30 a.m.

D Letters and boxes with declared value 0.30 p.m. Parcel post and money orders noon.

E Letters and boxes with declared value 7.30 . Parcel post 4 p.m. and money orders noon.

Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A supplementary mail of ordinary correspondence only will be closed on Tuesday, Thursday and Saturday at 7 a.m.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration at 5 p.m. at the Russian postoffice.

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, September 1, 1917.

Money and Bullion

	Tls.
Gold Dollars Bank's buying rate	
@ 108½=Tls.	92
@ 72.7=Mex.	$1.26
Mex. dollars Market rate ...72.3375	
Bar Silver	—
Copper Cash	1798
Sovereigns:	
Buying rate @ 4/6½=Tls.	4.40
exch. @ 72.7=Mex.	$6.05
Peking Bar	—
Native Interest	.08

Latest London Quotations

Bar Silver	46d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex. Paris on London ....Fr.	27.41
Ex., N. Y. on London T.T. $	476½
Consols £	—

Exchange Closing Quotations

London	T.T.	4/6½
London	Demand	4/6 9/16
India (nominal)	T.T.	319
Paris	T.T.	626
Paris	Demand	626½
New York	T.T.	108
New York	Demand	108½
Hongkong (nominal)	T.T.	68
Japan	T.T.	47½
Batavia	T.T.	256½

Banks Buying Rates

London 4 m-s. Cdts.	4/8½
London 4 m-s. Docy.	4/8½
London 6 m-s. Cdts.	4/8½
London 6 m-s. Docy.	4/8½
Paris 4 m-s.	644
New York 4 m-s.	111½

Customs House Exchange Rates For August

Hk. Tls. 4.68 @ 3/10 3/16		£1
" 1 @ 533½ =	Francs	5.94
" 1 No quotation	Marks†	4.85
" 9.97 @ 92½	Gold	$1
" 1 @ 55½	Yen	2.00
" 1 @ 15	Rupees	3.25
" 1 @ 480	Roubles	$5..5
" 1 @ 1.50	Mex.	$1.50

† Nominal.

Stock Exchange Transactions

TODAY'S QUOTATIONS

Shanghai, September 1, 1917.

Official

Kungyik Cotton Tls. 14.50

Tebongs Tls. 18.00

Piece Goods and Yarn

Messrs. Ilbert and Co., writers as follows in their weekly market report:—

The dominant features of the week have been the slump in the local and Japanese Yarn markets, followed by a rapid decline in prices for new season's local cotton and the advance in silver to 46d. with T.T. on London quoted at 4s/6½d.

As far as piece goods are concerned the Auctions for the moment monopolise the trade, prices paid during the week being on the whole about the same as at previous auctions. Privately, our market continues in a lifeless condition with no enquiries.

Grey Shirtings 8½-lbs.—We have a sale of Von Yue Zie Yei at Tls. 4.70 and Blue Dragon at Tls. 4.45 to report, in 8½ lb. also a small lot of 7 lb. Horseman at Tls. 3.00 for the River ports. In 12 lbs. a couple of sales of Blue Dragon at Tls. 8.50 and Blue Phœnix at Tls. 6.30, for the Yangtsze. At the auctions, prices though fluctuating, showed no material change.

No sales of Japanese Greys to report, holders awaiting a reaction in prices.

Jeans.—Both T-Cloths and Jeans declined sharply in price at the sales.

White Shirtings.—A small parcel of 2 Tah at Tls. 8.50 comprises the business under this heading also for the River Ports. Auction values closed easy at today's sale, after being steady to firm earlier in the week.

Dyed and Fancy Cottons.—The private market for Poplins is a little easy but Fast Blacks and Venetians are quite steady. At the auctions Venetians may be said to steady but Fast Blacks showed a decline all round.

Cotton.—During the week the local cotton growers have been favored with exceptionally fine weather and have consequently little to complain of. In the districts round Shanghai everything points to a satisfactory yield.

Forward rates have been steadily declining, Shanghai staple which was offering at Tls. 34.50 for November-December delivery at the commencement of the week is now being freely offered at Tls. 30.00 to Tls. 29.00 per picul.

Quotations today for the new crop being Shanghai grades Tls 30.00 for September-October and Tls. 29.00 for November-December delivery. For similar deliveries Tungchow at Tls. 32.00 and Tls. 31.00 respectively.

The Liverpool market is showing signs of weakness and Reuter's last cable gives the quotations as follows: Middling American at 18.40d., Egyptian at 28.50d. and F.M.G. Bengal at 15.15d. per lb.

Local Yarn.—While there is very little business from first hands to report, certain dealers have been getting rid of their previous holdings at considerably reduced rates. It being reported that Szechuen merchants have been operating to a small extent, having secured some 1,000 bales of 20's Count betwween Tls. 140.00 to Tls. 160.00, 16's count having been resold at Tls. 133.00 to Tls. 147.00.

The following sales are reported:—

16's 300 bales Two Tiger at Tls. 147.00

20's 400 bales Five Men at Tls. 150 and 200 bales Man and Goats at Tls. 149.00.

Indian and Japanese Yarn.—We hear of no transactions under these headings during the week.

London Rubber Market

Reuter's Service

London, August 31.—Today's rubber prices were:—

Plantation First Latex Crepe:

Spot: 2s. 8⅛d. paid.

October to December: 2s. 9⅜d. paid.

Tendency of Market: Firm.

Previous Quotation, London, Aug. 20:—

Spot: 2s. 8d. paid.

October to December: 2s. 9d. paid.

Tendency of Market: Firm.

BAR SILVER

Reuter's Service

London, August 30.—Today's silver prices were:—

Bar Silver Spot: 46d. Firm, with Buyers.

Previous Quotation, London, Aug. 29:—

Bar Silver Spot: 45½d. Scanty supplies, Firm.

COMMERCIAL CABLES

Reuter's Service

London, August 31.—Today's rates, prices and deliveries were:—

Consols 2½% for a-c	£56⅛
Cheques on London at Paris	Fr.27.18
T.T. on London at Yew York	G$4.76½
Bar Silver (Spot)	46d.
Bank of England Rate of Discount	5%
Market rate of Discount	4 1/16%
Cotton; Egyptian F. G. F.	29.00d.
Cotton; M. G. Fine Scinde and Bengal	15.15d.
Cotton; Mid American Spot.	18.25d.
Plantation Rubber September (paid)	2s. 8⅛d.
Hornsby's 8¼ lb. Shirtings	17s. 6d.
Calverts 10 lb. Shirtings	23s. 3d.
Taylor's 40s. Yarn	28d.

Price of Common to Low Medium. Tea fixed 11 pence to shilling.

ASTOR HOUSE HOTEL,
TIENTSIN.

Cable Address:
ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First - Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

MAKE YOUR WILL
and
INSURE YOUR LIFE.

Send today for Prospectus to the
China Mutual Life Insurance Co., Ltd.
10 Canton Road,
SHANGHAI.

"BICKERTON'S"
PRIVATE HOTEL
Established 22 years.
103 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1271.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

Chinese and Foreign Banking Announcements

Chartered Bank of India Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,900,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

L. R. BREMNER,
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papeete	
Hankoou	Fnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital .....Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Governor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling, £1,500,000 @ 2s.	$15,000,000
Silver	18,500,000
	$33,500,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. S. H. Dodwell, Chairman.
Hon. Mr. P. H. Holyoak, Deputy Chairman.
Hon. Mr. C. E. Anton.
F. C. Butcher, Esq.
A. H. Compton, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kuala Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Harbin	Peking
Chanchun	Hongkong	Shanghai
Chefoo	Newchwang	Tientsin
Dairen	Nicolayowsk	Vladivostock
Hailan	O/Amur	Yokohama
Hankow		

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Desposit Boxes.

L. JEZIERSKI,
G. CARRERE,
Managers for China, Japan and India.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital	$ 300,000.00
Reserve	$ 10,000.00
Deposits (Dec. 31, 1916)	$1,400,000.00

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$50,000,000
Paid-up Capital	$10,000,000

HEAD OFFICE: PEKING.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanghai, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang. Taiquen, etc., etc.

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Current Deposit Accounts in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.

For 6 months at the rate of 4 per cent per annum.

For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital	Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Saigon and Hongkong

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts in Gold or Local currency and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local currency.

G. LION,
Manager.

1, French Bund, Shanghai.

Yokohama Specie Bank, Limited
(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen 48,000,000
Capital Paid-up	" 36,000,000
Reserve Fund	" 21,300,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthur
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Singapore
Changchun	Lyons	Sydney
Dalny	Mukden	Sinanfu
Hankow	Nagasaki	Tiehling
Harbin	Newchwang	Tientsin
Hongkong	New York	Tokio
Honolulu	Osaka	Tsingtau
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Capital & Undivided	Surplus... U.S.	$6,500,000.00
Undivided	Profits....	1,010,000.00
	U.S.	$7,510,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:

Bombay	Hongkong	Peking
Calcutta	Kobe	San Francisco
Canton	London	Santo Domingo
Cebu	Manila	San Pedro de,
Colon	Medellin	Macoris
(Cristobal C.Z.)		Shanghai
Hankow	Panama	Singapore
		Tientsin
		Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Rio de Janeiro
Buenos Aires	Santiago de Cuba
Genoa	Santos
Havana	San Paulo
Montevideo	Valparaiso
Petrograd	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business

H. C. GULLAND,
Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij
(NETHERLAND TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 60,000,000 (about £5,000,000)

Reserve Fund—
Guilders 9,925,431 (about £827,120)

Head Office: AMSTERDAM.
Head Agency: BATAVIA

Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches.

Banjermasin	Padang	Soerokarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebin-Tinggi
Djember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatjap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaya	

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls.	5,000,000
Paid-up Capital...Sh. Tls.	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,371,500
Reserve Fund	H.$ 120,000
Investment reserve fund...	H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	660,000

HEAD OFFICE, 15 Gracechurch Street LONDON, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
		Singapore

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager.
7 Nanking Road.
9752

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kunping Taels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China.
SHANGHAI BRANCH

Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA,
Manager.

SUMITOMO BANK, LIMITED
SHANGHAI BRANCH.
No. 1 Kiukiang Road

Capital	Yen 30,000,000
Capital (Paid-up)	Yen 18,750,000
Reserve	Yen 1,470,000
Deposits	Yen 120,000,000

President, Baron K. Sumitomo

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Niihama, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu, Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA.
Manager.
Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

中 孚 銀 行
Chung Foo Union Bank

Statutes approved by the Government in 1916
Head Office: Tientsin

Capital	$2,000,000.00
Paid-up Capital	$1,000,000.00

Managing Director: SUN TAO SAN

Branches and Agencies:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Tsingkianpu	

Shanghai Branch
141, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y. R. SUN,
Manager.
T. D. ZAR,
Sub-manager.

U. K. METAL MARKET

Reuter's Service

London, August 31.—Today's metal prices were:—

	£	s.	d.
Standard Copper G. M. B. f. o. b.....(Nominal) ...120	5	0	
American Electrolytic 99 90% Copper f.o.b.....137	0	0	
Lead L. B. c.i.f. per ton... Nominal			
Soft Lead "Spanish" f.o.b..*30	0	0	
Quicksilver Second hand Ex Warehouse f.o.b. (1/- Extra in flank) 20	0	0	
Muntz Metal, f.o.b. London or Liverpool (less ½%): Nominal			
Standard Tin (Cash) 244	10	0	
Spelter (ordy soft) f.o.b.... 52	0	0	
Galvanised Sheets 24 Gauge f.o.b..... 26	5	0	
Standard Tin (3 Months)..243	0	5	

Silk—Price of Blue Elephant 22s. 0d. to 22s. 6d.

Silk—Price of Gold Kiling 19s. 0d. to 19s. 6d.

"For indecision brings its own delays, and days are lost lamenting o'er lost days. Are you in earnest? Seize this very minute. What you can do, or dream you can, begin it. Boldness has genius, power, and magic in it. Only engage, and then the mind grows heated. Begin, and then the work will be completed."

WIDLER & COMPANY

CHUNGKING, WEST CHINA

Born 1915—Still Existing.

FRESH SAMLI

$1.50 per lb.

FRESH HERRINGS

25 cents each

Motor Delivery Service

C. EDDIE & CO.

1132-3 Broadway, Shanghai

Tel. North 639

LOST

Notice is hereby given to the public that a Native Order, bearing a number of 13928, issued by The Yih Dah Native Bank, falling due for payment on the 18th day of the Chinese 7th moon (i.e. 4th September next) for Mex. $179.00 has been lost, and the same has already been notified to the said Bank that, if any person or firm, foreign or Chinese, take this cancelled order for collection, no payment is made in any way.

THE HUA CHONG MATCHES FACTORY.

Shanghai, August 31st, 1917.

NOTICE

We have this day authorised Mr. Judah Isaac Ezra to sign our firm per procuration.

EDWARD EZRA & Co.

Shanghai, 30th August, 1917.

14937

The Haw Yeng Chinese Carpet Factory

Only wool of the best quality obtainable in China is used, after careful sifting, in the manufacture of our carpets. Our workmen are experts in this line of business, specially engaged by us from Peking and Tientsin. Carpets of all sizes and designs, and in every shade and colour, are always kept in stock to meet the demands of the public, but carpets of any novel or special pattern can be made to order. All carpets and rugs sold by us have been highly eulogised by our European customers as marvels of cheapness, considering their good quality.

We have now for sale carpets made of genuine camel wool, our prices for which are fixed at the very moderate rates of 40, 50 and 60 cents per foot. Foreign patronage is respectfully solicited.

HWA YENG FACTORY.

No. 127 Peking Road

Between Honan and Shantung Roads

KINGMAN & BROS.

DENTAL-SURGEONS

of the Philadelphia Dental College and Garrestson's Hospital of Oral Surgery, Philadelphia, U.S.A., Will perform all Kinds of dental operation on modern Scientific principles And supply Teeth of Superior Workmanship In Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work. All works are guaranteed to entire satisfaction.

No. 40 Szechuen Road.

15708

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.	$550 S.
Chartered.....	£64 10s.
Russo-Asiatic.....	R. 250
Cathay, ordy.....	Tls. 6.30
Marine Insurances	
Canton.....	Tls. 320
North China.....	Tls. 100
Union of Canton.....	Tls. 760
Yangtsze.....	$185
Fire Insurances	
China Fire.....	$133
Hongkong Fire.....	Tls. 300 B.
Shipping	
Indo-China Pref.....	Tls. 100
Indo-China Def.....	108s. 6d. B. ex all
"Shell".....	Tls. 18 S.
Shanghai Tug (o)	Tls. 46½
Shanghai Tug (f).....	Tls. 34
Kochien.....	
Mining	
Kaiping.....	Tls. 9.60
Oriental Cons.....	27s. 6d.
Philippine.....	Tls. 0.80
Raub.....	$2.60 S.
Docks	
Hongkong Dock.....	$113½ B.
Shanghai Dock.....	Tls. 75
New Eng. Works.....	Tls. 12 B.
Wharves	
Shanghai Wharf.....	Tls. 68 S.
Hongkong Wharf.....	Tls. 74 B.
Lands and Hotels	
Anglo French Land....	Tls. 84
China Land.....	Tls. 50
Shanghai Land.....	Tls. 75 S.
Weihaiwei Land.....	Tls. 3
Shanghai Hotels Ltd..	$9 B.
China Realty (ord)....	Tls. 50
China Realty (pref.)...	Tls. 50
Cotton Mills	
E-wo.....	Tls. 162½ S.
E-wo Pref.....	Tls. 90
International.....	Tls. 93
International (pref.)	Tls. 64
Laou-kung-mow.....	Tls. 70
Oriental.....	Tls. 40
Shanghai Cotton.....	Tls. 128 B.
Kung Yik.....	Tls. 14½ Sa.
Yangtszepoo.....	Tls. 5 B.
Yangtszepoo Pref.....	Tls. 90
Industrials	
Butler Tile.....	Tls. 23
China Sugar.....	$96
Green Island.....	Tls. 7 B.
Langkats.....	Tls. 13
Major Bros.....	Tls. 5
Shanghai Sumatra.....	Tls. 100 S.
Stores	
Hall and Holtz.....	$15 B.
Llewellyn.....	$60
Lane, Crawford.....	$100
Moutrie.....	$35
Watson.....	$6
Weeks.....	Tls. 15¼ S.
Rubbers (Local)	
Alma.....	Tls. 9
Amherst.....	Tls. 1 S.
Anglo-Java.....	Tls. 9½ B.
Anglo-Dutch.....	Tls. 5 S.
Ayer Tawah.....	Tls. 30½ B.
Batu Anam 1913.....	Tls. 0.90 B.
Bukit Toh Alang.....	Tls. 3 B.
Bute.....	Tls. 1 B.
Chemor United.....	Tls. 1 B.
Chempedak.....	Tls. 11½
Cheng.....	Tls. 2¼
Consolidated.....	Tls. 2½
Dominion.....	Tls. 10
Gula Kalumpong.....	Tls. 6½ B.
Java Consolidated.....	Tls 19
Kamunting.....	Tls. 6
Kapala.....	Tls. 0.90
Kapayang.....	Tls. 27½
Karan.....	Tls. 12¼
Kota Bahroes.....	Tls. 7
Kroewoek Java.....	Tls. 17
Padang.....	Tls. 12½ B.
Pengkalan Durian.....	Tls. 9 S.
Permata.....	Tls. 3¾
Repah.....	Tls. 1.10
Samagagas.....	Tls. 0.75 B.
Seekee.....	Tls. 7¾
Semambu.....	Tls. 1.15
Senawang.....	Tls. 14
Shanghai Klebang.....	Tls. 80 cents
Shanghai Malay.....	Tls. 7
S'hai Malay-pref.....	Tls. 12.20
Shanghai Pahang.....	Tls. 1.60
Sungala.....	Tls. 1.55
Sungei Duri.....	Tls. 11½
Sua Manggis.....	Tls. 5¾
S'hai Kalantan.....	Tls. 0.92½
Shanghai Seremban....	Tls. 0.80
Taiping.....	Tls. 2
Tanah Merah.....	Tls. 1.02½
Tebong.....	Tls. 18 Sa.
Ulobri.....	Tls. 2½
Ziangbe.....	Tls. 5
Miscellaneous	
C. I. and E. Lumber...	Tls. 110
Cully Dairy.....	Tls. 10 S.
S'hai Elec. and Asb...	$2
Shanghai Trams.....	Tls. 67 S.
Shanghai Gas.....	Tls. 24
Horse Bazaar.....	Tls. 30
Shanghai Mercury.....	Tls. 30
S'hai Telephone.....	Tls. 78 S.
S'hai Waterworks.....	Tls. 200

S., Sellers. Sa., Sales. B. Buyers

Benjamin & Potts, 8 Jinkee Road

Telephone No. 398

Vessels To Arrive

From London
- Fushimi Maru .....Sept. 4
- Hirano Maru .....Sept. 18

From San Francisco
- Colombia .....Sept. 23
- Korea Maru .....Sept. 17
- Siberia Maru .....Sept. 27

From Tacoma
- Canada Maru .....Sept. 24

From Seattle
- Kamakura Maru .....Sept. 17

Shipping Items

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.

The H.O. s.s. Changon left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Shuntien left Tientsin for Shanghai, via Chefoo and Weihaiwei on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.M s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.M s.s. Wuchang left Hankow for Shanghai on Friday.

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Feiching left Foochow for Shanghai on Thursday.

The I.-C. s.s. Wosang left Foochow for Shanghai on Thursday.

The C.M s.s. Kiangwah left Hankow for Shanghai yesterday.

The C.N. s.s. Tungting left Hankow for Shanghai yesterday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai yesterday.

The C.N. s.s. Tungchow will leave Tientsin for Shanghai, via Chefoo and Weihaiwei today.

The C.N. s.s. Anhui will leave Hongkong for Shanghai today.

The I.-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Chungking will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Sunning will leave Hongkong for Shanghai on Tuesday, September 4.

The K.M.A. s.s. Yodo Maru (chartered) left Chinwangtao for Shanghai on Thursday.

Passengers Arrived

Per C.N s.s. Chenan from Hongkong:—Master Hardwich, Rev. T. W. Pearce, and Mrs. Buyers.

Per C.M. s.s. Kiangyung from Hankow:—Messrs. Hainshen, and Rosenban, Mr. and Mrs. Schuebert.

Per C.M. s.s. Hsinming from Tientsin:—Mr. Wisner, Miss Kahlor, Mr. and Mrs. Nielsen and 3 children. From Chefoo:—Mr. and Mrs. Helvorsen and children, Mrs. Pucher and 3 children, Mrs. Josephin and 3 children, Mr. and Mrs. Hardmann, Mrs. W. Ritchie and 2 children, Mr. A. C. Haig, Miss Lipski, Mrs. E. Kacher, Messrs. K. Weichcheit, A. Shmidt, and Yinenser, Misses F. Boss, and Reds, Mr. and Mrs. Jaffday, Mr. and Mrs. G. Keine and 2 children, Mr. Gilurse, and Mrs. Luman.

Per I.-C. s.s. Kiangwo from Hankow:—Miss A. Graham, Masters J. and E. Littel, Miss Morton, Master M. Hunt, Mr. Miller, and Rev. Zunhui.

Per I.-C. s.s. Koonshing from Tientsin:—Miss M. H. Bock, Miss Mitchell, and Miss Beckingsale. From Chefoo:—Misses F. and P. Alliston, Mrs. and Master Bassity and infant, Mrs. Wade & 2 children, Mr. Jamespon, Mrs. Stuart Murray and 2 children, Miss S. Dunne, Messrs. Moyre, and Grange. From Weihaiwei:—Mr. and Mrs. Gilbert Davis and child, Mrs. Richard and 3 children, and Mr. J. W. Williams.

Per N.Y.K. s.s. Yawata Maru from Japan:—Mr. Victer Hearne, Mrs. E. A. Hoodless, Mrs. C. N. Kan, Dr. and Mrs. P. G. Mills, Dr. and Mrs. A. I. Sudlow, Mr F. P. Shroff, Mr. H. C. Muller, Mrs. Y Poliak, Mr. R. Boliak, Masters A. Y. and G. Poliak, Miss L. Poliak, Mr. D. Browne, Mr. J. T. Towns, Miss P. Ros, Miss L. Hamlyn, Messrs. W. Spark, J. MacKenzie, and F. Shipley, Miss K. Flood, Mr. Octave Hodeige, Mrs. Lucie Hodeige, Mrs. Haithe Broggini, Master E. Levis, Messrs. W. Wallace, S. Egkiel, T. L. Bockerton, and J. P. B. Nergoard.

Passengers Departed

Per N.Y.K. s.s. Chikugo Maru for Nagasaki:—Miss A. L. Peet, Mr. and Mrs. G. A. Marshgreen, Mr. J. Rush, Mr. C. W. Higgs, Mr. and Mrs. W. F. Dearn, Master John Dearn, and Mr. F. George. For Kobe:—Mrs. T. Hayashi.

Per C. N s.s. Shengking for Weihaiwei:—Miss and Master Hughes, Misses F. Valentine and Shadgett and Dr. Davis. For Chefoo:—Mr. and Mrs. Baker and child, Messrs. W. Moore and Bartlett. For Tientsin:—Mr. and Mrs. Guornier and Mr. A. Raux. For Peking, Mr. W. A. H. Thomas.

Launch Services

TOMORROW

The tender conveying passengers to the S.M.R. s.s. Kobe Maru will leave the Customs jetty at 11 a.m.

Departures

Date	For	Ship's Name	Ton.	Flag	Agents
Sept 1	Hankow etc.	Tachi maru	1828	Jap.	N.K.K.
1	Weihaiwei, Chefoo & T'tsin	Shengking	1315	Br.	B. & S.
" 1	Japan	Chikugo maru	1446	Jap.	N.Y.K.
" 1	Tsingtao and Dairy	Sakaki maru	1346	Jap.	S.M.R.
" 1	Antung	Wenchow	560	Br.	B. & S.
" 1	Haichow and Yochow	Kweilin	1073	Br.	B. & S.
1	Hongkong	Monteagle	3953	Br.	C.P.O.S.
1	Takao via F'chow & K'lung	Kohoku maru	628	Jap.	O.S.K.
" 1	Hankow etc	Tehhsing	987	Br.	Geddes & Co.
" 1	Hankow	Tsangtah	475	Br.	C.I. & E.L.Co.
" 1	Ningpo	Kiangtern	1012	Chi.	C.M.S.N.Co.

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 14	Hankow	Albong*	1769	Ger	Usslowitz	U8
Aug 4	Hongkong	Bohemia†	1282	Aus.	Aus. Lloyd	B VII
Aug 5	Hongkong	China†	1868	Aus.	Aus. Lloyd	YWGW
Aug 9	Hongkong	D. Rickmer*	1851	Ger.	H. D. & Co	U8A
July 17	Hongkong	Donnell	1344	Am.	Pengkee & Co.	YPD
Aug 24	Ningpo	Daruel	899	Am.	Pengkee & Co.	LPDOW
Dec 27	Nanking	Fortuna*	182	Ger.	H. D. & Co	U8
Aug 31	Chefoo	Fengtien	1073	Br.	B. & S.	CNW
Aug 26	Hankow	Hunan	1862	Br.	B. & S.	CNWP
Aug 29	Dairy	Hunglee	672	Chi.	Tuck Wo	NSCW
Aug 25	Hankow	Kweilee	879	Chi.	C.M.S.N.Co.	TKDD
Aug 31	Chinwangtao	Kotobuki maru	784	Jap.	Satoh Shokai	
July 16	Hankow	Meidai*	1682	Ger.	Melcher	U8
July 30	Hankow	Meilee*	1682	Ger	Melcher	U8
Aug 22	Tsingtao	Nagasaki maru	3943	Jap.	Suzuki & Co.	LPDLW
Aug 31	Hankow	Nganking	1719	Br.	B. & S.	CNW
Aug 27	Cruise	Pacific	727	Dan.	G. N. T. Co	9 p
July 30	Tsingtao	Sikiang*	1840	Ger.	H. A. L.	U8
July 30	Hongkong	Silesia†	3818	Aus.	Aus. Lloyd	B IX
Aug 20	Japan	Takaosan maru	1493	Jap.	M. S. K.	MBKW
Aug 31	Hongkong	Taishun	1612	Chi.	C.M.S.N.Co.	KLYW
Aug 31	Chefoo	Toonan	842	Chi.	C.M.S.N.Co.	KLYW
Aug 30	Hongkong	Yingchow	1992	Br.	B. & S.	CNW

*Taken over by the Chinese Government on March 14.

†Taken over by the Chinese Government on August 14.

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
B I	Apr. 25	Cruise	Brooklyn	Am cru.	9215	28	..	
ODW	Apr. ..		Decidee	Fr g-b.	680	10	..	
Int. DW	Apr. ..		D de Lagree	Fr g-b.	..	..	..	
8 p	Apr. ..		Fushimi	Jap g-b	180	..	..	
..	Aug. 26	Curis	Kinsha	Br. g-b.	160	6	..	
OD	Apr. 29		Palos	Am g-b.	193	2	43	Delano
P&OBI	Apr. 13		Quiros	Am g-b	350	4	55	Lewis
P&OBI	Apr. 14		Samar	Am g-b.	243	4	33	Brown
8 p	Apr. ..		Suimda	Jap g-b	120	..	..	
8 p	Apr. ..		Toba	Jap g-b	..	..	..	
P&OBI	Apr. 14		Villalobos	Am g-b.	370	4	55	Partello
ODW	Apr. ..		Woodlark	Br g-b	150	..	..	
IDW	Aug. 24	Curise	Woodcock	Br g-b	130	..	..	

Local Outports Mail

Permanent Notice

Destination.	Mails Close Daily. a.m.	p.m.
Shanghai-Nanking Railway.		
Soochow, Wusih, Changchow, Tanyang, Chinkiang, Nanking, Hankow and North China.	7.00	
Soochow, Wuish, Chinkiang, Nanking and all intermediate place ...	7.30	
Nanziang & Kiatinghsien.	8.00	
Soochow, Wusih, Changchow, Chinkiang, Nanking and all River ports	11.30	
Soochow, Wusih, Changchow and Intermediate places		2.30
Nanziang & Kiatinghsien.		4.30
Soochow, Wuish, Changchow, all River Ports and North China		9.00
Shanghai-Hangchow Railway.		
Sinchwang, (Tsipao and Szeking) Sungkiang, Fengking, Kashan, Kashing, Wangtion, Siashih (and Tunghsiang), Changan (also Shihmen and Shihmenwan), Linping (and Tangsi) and Hangchow (also Huchow)	6.30	and 8.00 daily.
Shanghai-Hangchow Train.		
Sinchwang, Sungkiang, Fengking, Kashan, Kashing (and Tangsi), Siashih (and Tunghsiang), Changan (also Shihmenwan) Linping and Hangchow (also Shaoshing & Sioashan).	1.00	

Shanghai-Woosung

Train	Close Daily.
Woosung (also Paoshan, Kiangwan & Tachang).	6, 7, 9.30, 11.45 a.m. 1.30, 3, 5, 7.30 p.m.
Sunkiang, Kashing, Hangchow and intermediate places	3.00
Ningpo, Chenhai and Wenchow via Ningp', Shan.hai-Hangchow train, 2 p.m., Sundays only.	

Steamer.	Mails close daily except Sunday. a.m.	p.m.
Ningpo, Chenhai and Wenchow		3.50
Launch	close daily. a.m.	p.m.
Tsungmi and Paochen ..	7.00	2.00
	10.45	5.00
Pehsinchen, Chakiang, Pinghu, & Chungku...	3.00	
Minghong and Nankiao..	2.00	
	11.00	
Hungchow, Nanzing and Linghu 11.00		
Minghong and Wukahong, Nankiao	3.00	
	11.00	
Haimenting ar Miaoches	7.00	5.00
	10.45	3.30
Chowpu 11.00		
Tatwan, Nankwei, Fenghsien and Sinchang....	3.00	
Tachang	7.00	
	11.00	

Courier.

Kiangnan Arsenal..	8, 9, 10, 11 a.m. 12 noon. 2, 3, 4, 6 p.m.
Siccawei & Tsipao..	8, 9, 10, 11 a.m. 12 noon.
Chwansha	7.00 2, 3, 4, 6 p.m.

Foot Boat.

Siccawei Weather Report

31.—Very cloudy but rather fine weather, interrupted at about 1.30 p.m. with a thunderstorm of a short duration. The depression of the Pacific continues developing while progressing towards central, it might raise later a full storm on the China Sea.

September 1.—Very fine weather; glass rising. Moderate S.E. breezes.

Saturday, September 1, 1917.

WEATHER	4 a.m.	9 a.m.
Bar. at Centg., mm...	755.66	756.49
Bar. at Centg., inches.	29.75	29.78
Variation mm for 24h	†0.82	†0.66
Variation mm for 12h	†1.54	-0.07
Wind—Direction	S	[illegible]
Wind—Kilom per hour	9	16
Wind—Miles	5.6	9.9
Temperature—Cen ...	24°6	30°4
Temperature—Fah ...	76°3	86.7
Humidity: co	98	76
Nebulosity 5-10	3	4
Rainfall mm	—	—
Rainfall inches	—	—

AMUSEMENTS

APOLLO THEATRE

Programme for September 2nd.

TONIGHT TONIGHT

"THE MANOR HOUSE MYSTERY"

A magnificent photo-play, involving a strong dramatic story full of exciting situations. IN THREE PARTS.

Pathe's British, French and American Gazettes

Depicting all the principal events

"AMBROSE'S SOUR GRAPES"

Keystone Comedy, In Two Parts.

MATINEE, Today, at 3 p.m.

"LIBERTY"

Showing 9th and 10th Episodes, Four Reels.

Programme for September 3rd, 4th, 5th and 6th

TOMORROW NIGHT TOMORROW NIGHT

"LIBERTY"

Thrilling and Sensational Serial, in 20 Episodes, each two reels. Featuring MARIE WALCAMP and EDDIE POLO.

Showing 11th and 12th Episodes, entitled:

"A Daughter of Mars" and "For The Flag"

Four Reels.

Pathe's British, French and American Gazettes.

Depicting all the principal events.

"ADVENTURES OF OLD DOC YAK"

Comedy Cartoon.

"WANTED A HUSBAND"

Nestor Comedy

OPEN AIR SHOW

The Garden of Knowledge

IN FOUR PARTS

A STORY BASED ON EUGENICS

It is necessary to have a clean mind as well as body to qualify.

It is the unfolding of the Book of Life, to be studied by every man or woman.

The great film will be shown at the

CREST HOTEL,

Tonight! Tonight!

6 Siccawei Road

ISIS THEATRE

Corner of Jukong Road and North Szechuen Road (about 150 yards from Range Road)

Performances Nightly at 7.15 and 9.15 p.m

Matinee Today at 3 p.m.

DON'T MISS

Tonight Tonight

The Two Final Episodes of the Great Serial Film

"THE FANATIC"

Episodes 15 and 16 Entitled:

"THE RAY OF DEATH"

"THE FINAL STAND"

Tonight Showing also The 2 parts Keystone Comedy

"THE ALARM"

A screaming comedy, featuring "Fatty"

"WIFFLES' PRESENT"

Very Amusing Play, by Prince

Usual Prices

TOWA CINEMA THEATRE

No. 3 Woochang Road (Near Chapoo Road)

Programme for September 2nd

"CAN A JEALOUS WIFE BE CURED?" Comedy

"ABSENT-MINDED SNOB" Comedy.

"LIBERTY"

Thrilling and Sensational Serial, in 20 Episodes, each two reels. Featuring MARIE WALCAMP and EDDIE POLO. Showing 5th and 6th Episodes, entitled: "LOVE AND WAR" and "THE DESERT OF LOST SOULS" Four Reels.

"THE HEART MENDERS" Ham and Bud Comedy

CHANGE OF PROGRAMME Every Monday and Friday

Matinee Today at 2.30 p.m.

Admission Prices: 30 cts., 20 cts. and 10 cts.

Commencing Monday, September 3rd. "LIBERTY"

Thrilling and Sensational Serial, Showing 7th and 8th Episodes, entitled: "LIBERTY'S SACRIFICE" and "CLIPPED WINGS" Four Reels.

Under the Patronage of

Sir E. H. Fraser, K.C.M.G.

and

British Chamber of Commerce

Will be Presented

AT THE

Olympic Theatre

TONIGHT

and

TOMORROW NIGHT

AND MATINEE TODAY AT 3.15

The British Official War Films

"BATTLE OF PERONNE"

AND

"SONS OF OUR EMPIRE"

Victoria Theatre

Showing Tonight and Tomorrow

and

MATINEE TODAY

SARAH BERNHARDT

IN HER GREATEST TRIUMPH

"MOTHERS OF FRANCE"

A message from the Mothers of France to the Mothers of the World.

OPEN-AIR CINEMA

PUBLIC GARDEN, AVENUE JOFFRE 474

(Ex-German Garden Club)

Every Evening at 9.15

SHOWING A SELECTED PROGRAM OF THE MOST FUNNIEST COMEDIES

Admission Price 70 Cents

St. George's Gardens

(Bubbling Well Road)

Open-Air Cinema

Every Evening at 9.15

Change of Programme on Mondays & Fridays

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Sept 6	..	San Francisco	China	Am	C. M. S. S. Co
" 10	..	San Francisco	Shinyo maru	Jap.	Alexander
" 15	..	San Francisco	Ecuador	Am.	P.M S.S.Co.
" 17	5.0*	Victoria B C. & Seattle	Shidzuoka maru	Jap.	N.Y.K.
" 19	..	Tacoma & Seattle	Mexico maru	Jap.	O. S. K.
Oct 1	..	Tacoma and Seattle	Hawaii maru	Jap.	O.S.K.

FOR JAPAN PORTS

Sept 4	0.30	Nagasaki, Moji & Kobe	Yawata maru	Jap.	N.Y.K.
" 6	noon	Kobe	Kitano maru	Jap.	N.Y.K.
" 6	2.00	Moji, Kobe & Osaka	Kumano maru	Jap	N.Y.K.
" 8	..	Nagasaki, Moji & Kobe	Hakusan maru	Jap.	N.Y.K.
" 8	..	Nagasaki, Kobe & Yokohama	China	Am.	C.M.S.S.Co
" 10	..	Nagasaki, Kobe & Yokohama	Shinyo maru	Jap.	Alexander
" 14	..	Nagasaki, Moji and Kobe	Yamashiro maru	Jap.	N.Y.K
" 15		Nagasaki, Moji & Kobe	Omi maru	Jap.	N.Y.K
" 15	..	Kobe & Yokohama	Ecuador	Am.	P. M. S. S. Co

FOR EUROPE, INDIA, STRAITS, ETC.

Sept 5	11.30*	Liverpool via ports	Hitachi maru	Jap	N.Y.K.
" 21	11.30*	London etc.	Iyo maru	Jap.	N.Y.K.
" 30	..	Liverpool via ports	Kitano maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

Sept 2	11.00*	Swatow & Hongkong	Yingchow	Br	B.& S
" 2	A.M.	Hongkong & Canton	Taishun	Chi.	C. M. S. N. Co
" 3	4.00	Ningpo	Hsin Peking	Br.	B.& S.
" 3	4.00	Ningpo	Hsin Ningshao	Chi	N.S.S.Co
" 4	D.L.	Hongkong & Canton	Chenan	Br	B.& S
" 4	11.00*	Swatow, H'kong & Canton	Wosang	Br.	J. M. & Co.
" 4	1.30	Ningpo	Kiangtsen	Chi	C.M.S.N.Co.
" 4	noon	Swatow	Shawhsing	Br.	B.& S.
" 4	A.M.	Amoy & Swatow	Feiching	Chi.	C.M.S.N. Co.
" 6	D.L.	Amoy, Hongkong & Canton	Sinkiang	Br	B.& S.
" 9	D.L	Swatow, H'kong & Canton	Anhui	Br.	B.& S.
" 22	..	Manila & Hongkong	Colombia	Am	P.M.S.S.Co.
" 25	..	Hongkong	Canada maru	Jap.	O.S.K.
" 25	7.0*	Hongkong	Inaba maru	Jap.	N.Y.K.

FOR NORTHERN PORTS

Sept 2	A.M.	Chefoo & Newchwang	Toonan	Chi.	C.M.S.N. Co.
" 3	noon	Dairy	Kobe maru	Jap	O.S.K.
" 4		Tientsin, Dairy & Tsingtao	Keelung maru	Jap	O.S.K.
" 4	3.00	W.n.w. Chefoo & T'tsin	Fengtien	Br.	B.& S.
" 4	A.M.	Chefoo & Tientsin	Hsinming	Chi.	C.M.S.N. Co.
" 5	9.00	Tsingtao	Sanyo maru	Jap.	S.M.E.
" 6	10.00*	Weihaiwei, Chefoo & T'tsin	Shuntien	Br	B.& S.
" 6	3.30	Tsingtao and Dairy	Sakaki maru	Jap.	S.M.E.
" 8	10.00*	Weihaiwei, Chefoo & T'tsin	Tungchow	Br	B.& S.

FOR RIVER PORTS

Sept 2	M.N.	Hankow etc.	Kiangyung	Chi	C.M.S.N.Co
" 3	M.N.	do	Kiangwo	Br.	J. M. & Co.
" 3	M.N.	do	Kianghsin	Chi	C.M.S.N.Co
" 3	M.N.	do	Yohyang maru	Jap.	N.K.K.
" 3	M.N.	do	Tatung	Br	B.& S.
" 4	M.N.	do	Tachang maru	Jap.	N.K.K.
" 4	M.N.	do	Loongwo	Br.	J.M. & Co.
" 5	M.N.	do	Wuchang	Br.	B.& S.
" 5	M.N.	do	Kiangtoo	Chi.	C.M.S.N.Co.
" 5	M.N.	do	Siangyang maru	Jap.	N.K.K.
" 6	M.N.	do	Kiangwah	Chi.	C.M.S.N.Co.
" 6	M.N.	do	Tafoo maru	Jap.	N.K.K.
" 6	M.N.	do	Tungting	Br	B.& S.
" 7	M.N.	do	Chungking	Br.	B.& S.
" 7	M.N.	do	Seiwo	Br.	J. M. & Co.
" 7	M.N.	do	Nanyang maru	Jap.	N.K.K.
" 8	M.N.	do	Poyang	Br.	B.& S.

*A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Sept 1	Ningpo	Kiangtsen	2012	Chi.	C.M.S.N Co.	KLYW
" 1	Hankow	Kiangyung	1451	Chi.	C.M.S.N.Co	KLYW
" 1	Amoy	Feiching	994	Chi.	C.M.S.N.Co	KLYW
" 1	Hongkong	Wosang	1127	Br.	J.M. & Co.	SHW
" 1	Japan	Yawata maru	3562	Jap.	N.Y.K.	NYKW
" 1	Hongkong	Empress of Russia	16000	Br.	C.P.O.S.	Woosung
" 1	Hankow	Yohyang maru	1917	Jap.	N.K.K.	NYKW
" 1	Hankow	Kiangwo	1354	Br.	J.M. & Co	SHW
" 1	Chefoo	Hsinming	1428	Chi	C.M.S.N.Co.	KLYW
" 1	Chefoo	Koonshing	3233	Br.	J.M. & Co	SHW
" 1	Tientsin	Tungwah	746	Chi.	C.M.S.N.Co	KLYW
" 1	Hongkong	Chenan	1053	Br.	B. & S.	CNW

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangyung Captain W. McIlwain, will leave on Sunday, night. For Freight or Passage apply to C.M.S. N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Kiangwo, tons 2,174 Capt. Bennett, will leave on Monday, Sept. 3, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The Co.'s Str. Yohyang Maru Capt. Y. Ikeda, will be despatched from pootung N.K.K. wharf on Monday, Sept. 3, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.--The Str. Kianghsin, Capt. J. R. Milligan, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Co.s Str. Tachang M. Capt H. Yamashita, will be despatched from Pootung N.K.K. wharf on Tuesday, Sept. 4, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo, tons 3,985 Capt. Findeison will leave on Tuesday, Sept. 4, at about 12 o'clock midnight. For Freight or Passage apply to Jardine Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tatung Capt. Williams, will leave from the French Bund on Tuesday, Sept. 4, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents Frenceh Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Wuchang Capt. Pickard, will leave on Wednesday, Sept. 5, at about 12 o'clock midnight. For Freight apply to Butterfield and Siwer, Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Str. Tungting Capt. Wavell, will leave from the French Bund on Thursday, Sept. 6, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Str. Chungking Capt Monkman, will leave on Friday, Sept. 7, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents. Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Poyang, Capt. Carnaghan will leave from the French Bund on Saturday, September 8, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

HONGKONG and CANTON.—The Str. Taishun, Capt. C. Westerland, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

SWATOW and HONGKONG.—The China Navigations Co.'s Str. Yingchow, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, September 2, at 11 a.m. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, Sept. 3, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW.—The China Navigation Co.'s Chartered Steamer Shawhsing, Captain Morimoto, will leave on Tuesday, September 4, at noon. For Freight, apply to Butterfield and Swire, Agents. Tel. No. 77.

HONGKONG and CANTON.—China Navigation Co.'s Str. Chenan, Capt. P. H. Cowan, will leave from the French Bund direct for the above ports on Tuesday, Sept. 4, at daylight. For Freight or Passage apply to Butterfield and Swire Agents Feight Tel. No. 77, Passage Tel. No. 401.

AMOY and SWATOW.—The Str. Feiching, Captain A. B. Baines, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. Sinkiang Captain Benson, will leave from the French Bund direct for the above ports on Thursday, Sept. 6, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Str. Anhui, Capt. Eedy, will leave from the French Bund direct for the above ports on Sunday, Sept. 9, at daylight. For Freight or Passage apply to Butterfield and Swire Agents Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. Keelung Maru, Capt. T. Kamiashi, will be despatched from the Co.'s pootung wharf on September 15, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

HONGKONG.—The Str. Canada Maru, Captain T. Suruga, will be despatched from the Co.'s Yangtsze-poo wharf on September 25 at——— The steam-launch conveying passengers on board will leave the customs jetty at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha. No 4, The Bund Tel. No. 4234 and 4047.

For Northern Ports

CHEFOO and NEWCHWANG.—The Str. Toonan, Capt. C. Taylor, will leave on Sunday, morning. For Freight or Passage, apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Fengtien, Capt. Harris, will leave from the French Bund on Tuesday, September 4, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHEFOO and TIENTSIN.—The Str. Hsinming, Capt. H. MacKenion, will leaev on Tuesday, morning. For Freight or Passage apply to C. M. S.N. Co.

TIENTSIN, DAIREN & TSINGTAO.—The Str. Keelung M. Capt. T. Kamiashi, will be despatched from the Co.'s pootung wharf on Sept. 4, at ——The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shuntien Capt. Northcombe will leave from the French Bund on Thursday, Sept. 6, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Tungchow, Capt. M-Intosh, will leave from the French Bund on Saturday, Sept. 8, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

TACOMA and SEATTLE, CALLING at VICTORIA B.C. via MOJI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Str. Mexico M. Capt. K. Komiya, will be despatched from on September 19, at ——— Through Bills of Lading are granted for American Ports and overland points connecting with the chicago, Milwaukee and St, Paul Railway Co. at seattle and Tacoma. Consular Invoices must accompany overland shipment. The tender will leave the customs jetty for conveyance of passengers and mails to the steamer, at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

TACOMA & SEATTLE, CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMMIDZU & YOKOHAMA.—The Str. Hawaii Maru, Capt. J. Kanao, will be despatched from on Monday, October 1, at ——— Through Bills of Lading are granted for American Ports and overland points connecting with the chicago, Milwaukee & St, Paul Railway Co. at seattle and Tacoma, Consular Invoices must accompany overland shipment. The tender will leave the customs Jetty for conveyance of passengers and mails to the steamer, at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047

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*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Holhow, Pakhoi, Haiphong, Manila, Cebu, Hoilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO:—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.
For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

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S.S. "Colombia"	Oct. 13, 1917
S.S. "Venezuela"	Nov. 10, 1917
S.S. "Ecuador"	Dec. 7, 1917

SAILINGS FOR MANILA AND HONGKONG

S.S. "Colombia"	Sept. 22, 1917
S.S. "Venezuela"	Oct. 20, 1917
S.S. "Ecuador"	Nov. 17, 1917
S.S. "Colombia"	Dec. 15, 1917

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(For Tacoma and Seattle, Wash.)
Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu Yokohama and Victoria, B. C.

			arr.	leave.
"MEXICO MARU"	(12,000 tons)	Capt. K. Komiya,	Sept. 18,	19
"HAWAII MARU"	(18,000 tons)	Capt. J. Kanao,	Sept. 24,	Oct. 1

(For Hongkong)

			arr.	leave.
"CANADA MARU"	(12,000 tons)	Capt. T. Suraga,	Sept. 24,	25

CHINA COASTING LINE
For Tsingtau, Tientsin and Dairen

			ar.	leave.
"KEELUNG MARU"	(1,569 tons)	Capt. T. Kamiashi,	Sept. 2	4

For Tientsin, Dairen and Tsingtau

"KOHOKU MARU"	(2,610 tons)	Capt. K. Saito,	Sept. 16,	18

For Foochow, Keelung and Takao

			arr.	leave.
"KEELUNG MARU"	(1,569 tons)	Capt. T. Kamiashi,	Sept. 13,	15

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostock, and also between the Principal Ports in Japan.
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Tel. Central 182.

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L. E. N. RYAN, Agent,
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Tel. Central 181.

T. K. K.

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(ORIENTAL STEAMSHIP COMPANY.)

SEMI-TROPICAL ROUTE
To San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

"SHINYO MARU"	22,000 tons	Sept. 10	1917
"KOREA MARU"	20,000 "	Oct. 8	"
"SIBERIA MARU"	18,000 "	Oct. 18	"

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For London or Liverpool via ports.

*(For Liverpool.)

	Tons		
*HITACHI MARU	12,500	——	Sept. 6
IYO MARU	12,500	——	Sept. 21
*KITANO MARU	16,000	——	Sept. 30

FOR HONGKONG.

INABA MARU	12,500	Capt. K. Higo,	Sept. 25

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

SHIDZUOKA MARU	12,500	Capt. I. Noma,	Sept. 17
INABA MARU	12,500	Capt. K Higo,	Oct. 13
YOKOHAMA MARU	12,500	Capt. T. Terada.	Oct. 29

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAWATA MARU	7,000	Capt. K. Yasuhara,	Sept. 4
HAKUAI MARU	5,000	Capt. K. Takano,	Sept. 8
YAMASHIRO MARU	7,000	Capt. K. Sudzuki,	Sept. 11
OMI MARU	7,000	Capt. M. Machida,	Sept. 15
CHIKUGO MARU	5,500	Capt. Y. Yui,	Sept. 18

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. S. Saito,	Sept. 6
KASUGA MARU	7,000	Capt. K. Yagiu,	Sept. 13

KOBE TO SEATTLE

TAMBA MARU	12,500	Capt. K. Akamatsu,	Oct. 5

FOR JAPAN

KITANO MARU	16,000	——	Sept. 6
SHIDZUOKA MARU	12,500	Capt. I. Noma,	Sept. 17

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

			Leave Hongkong.
TANGO MARU	14,000	——	Sept. 18, 1917
NIKKO MARU	10,000	——	Oct. 16, 1917
AKI MARU	12,500	——	Nov. 13, 1917

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Hydroplanes Fly Ahead To Protect French Liner

Passengers Declare Two Machines Took Turns For First Three Days of Voyage

New York, August 3.—Passengers on a French liner which arrived yesterday at an American port told of the vessel being convoyed for three days by French hydroplanes launched from the mother ship, and of a U-boat which attacked the liner being driven off and possibly sunk by a bomb dropped from one of the aircraft. Officials of the line denied the ship had been convoyed or that a U-boat had been seen.

The story three passengers told was that the first day off the French coast a queer looking vessel appeared and a hydroplane rose from her deck. The plane circled about ahead of the liner for two hours, when she was replaced by another. This continued until the third day, when a streak was seen about forty-five yards ahead that looked like a torpedo. One of the hydroplanes suddenly swooped down and dropped a bomb. A great fountain of water shot up and in the center was what they said looked like debris.

On the liner were eight Americans who have been driving ambulances in France. Among them was John R. Craig, whose brother, also an ambulance driver, was killed recently.

News of the torpedoing of the Schooner John Twohy, 1,019 tons, was received yesterday from the Azores. The message from the American Consul there said Capt. Morehouse and his crew of six had landed there. The vessel sailed from Philadelphia for Algiers on June 18. The Twohy was built at Newburyport, Mass., in 1891 and was owned in Philadelphia.

From the American Consulate in London came word yesterday that twenty-four of the crew of the American steamer Motano, sunk by a German submarine on July 31, had lost their lives. The Standard Oil Company, owners of the Motano, received by cable the names of seventeen of the crew and five members of the naval gunners who were saved. Among the twenty-four missing are six Americans. The Americans saved are:

L. S. Stratton, Captain, New York; Arthur B. Hansen, mate; Fred Stone, second mate, New York; S. Carlson, pump man, Chicago; L. M. Flynn, seaman, Philadelphia; B. H. Post, first assistant engineer, New York; C. McHeron, third assistant engineer, Brooklyn; A. J. Quinn, chief cook, Osceola, Neb.; W. Davis, third cook, Binghamton, N. Y.; A. G. De Force, messman, Jamestown, N. Y.; S. C. Pennery, wireless operator, Beecher City, Ill.; John T. McDonald, chief engineer, died at sea from natural causes before the ship was torpedoed. He lived on Staten Island.

SEES U-BOATS BEATEN WITH AMERICAN AID

Jellicoe Asserts German People Will Rise When They Realise Failure Of Campaign

MORE SUBMARINES AT SEA

But Our Aid Serves To Keep Down The Losses—No Complete Remedy Yet

London, Aug. 1.—Admiral Sir John R. Jellicoe, First Sea Lord and Chief of the Naval Staff, in an interview with The Associated Press today, discussed the submarine menace and the naval situation at the end of the third year of the war.

"You ask me to say something of the submarine menace," he began. "It is serious because all the Allied armies and civil population are, in varying degrees, dependent on sea transport. But, viewed broadly, the recourse of the Germans to this form of piracy is encouraging. They did not adopt it until they had lost hope in the victory of their armies. They did not risk drawing the United States into the war and concentrating on themselves the loathing of all other neutral States, until they were convinced that they could not float a keel on the world's seas and by legitimate means interfere with the growth of the military strength of the Allies.

"For three years naval power has been in process of translation into military power. The Germans in desperation decided to embark upon ruthless submarine warfare in the confident belief that it would prove a fatal stroke. In February, according to their own confession, it was the best and only means of a speedy and victorious ending of the war.

"March, April, May, June, and July have passed and their early hopes are still unrealised.

No Effective Antidote Yet

"The Germans have not mastered us, but, on the other hand, we have not mastered the submarine. We have not yet discovered the effective antidote. But we have reduced the losses of merchant shipping.

"There is no reason to doubt that the Germans have at sea lately a far larger number of submarines than in February and March, but, nevertheless, with the invaluable assistance which America has rendered, we have prevented them from reaping the harvest which they anticipated.

"How long the German population will live on hopes deferred I cannot profess to say, but they must realise that the prophecy of February, resting on official authority that the submarine was the best and only means of a speedy and victorious ending of the war, has not been fulfilled."

After a pause, Admiral Jellicoe went on, gravely:

"Combatting the submarine demands the utmost effort on the part of all the countries which have joined forces to defeat Germany. She has staked her all on the submarine, and if we defeat it her last hope will have gone.

"The two urgent needs of the moment are more patrol ships for hunting down submarines and an increased output of merchant shipping, so that the losses suffered at sea may be made good. The war has become on of economic endurance. With the powerful aid which the United States is rendering in making the naval blockade effective, Germany's condition must become worse week by week. She will hold out so long as there is the faintest hope of the success of the submarine warfare. Once its failure is demonstrated the German people, whatever may be the case with the German Government, will recognise that defeat stares them in the face.

Must Destory 'Bacilli of The Seas'

"It is therefore vitally important that every effort be concentrated on destroying what the Prime Minister, Mr. Lloyd George, calls the 'bacilli of the seas.' We must and shall defeat it, but, in order to do so, the invention and constructive energy of all the nations fighting Germany must be devoted to the work and to the rapid building of patrol ships and merchantmen. If that is done, I have no doubt of the issue."

Great German Air Raid On London

An exceptional photograph showing a squadron of German battleplanes in an air raid over London, made on July 7, at which time the Taubes dropped bombs that killed thirty-seven and injured 141 other persons, many of them being women and children.

CROWN PRINCE KEEPS ON SACRIFICING HIS TROOPS

Paris, August 2.—Regardless of losses the German Crown Prince continues to throw his men recklessly against the French defense lines in the region of Verdun. After a violent bombardment the Germans made new attacks at 9 o'clock last night, according to today's official report, but they utterly failed.

"There was also great artillery activity," the report says, "from East of Braye-en-Laonnois to west of Craonne. (Along the Chemin-des-Dames.) East and south-east of Rheims the enemy attempted two surprise attacks without result."

The statement says, that in Belgium the bad weather continues.

Sir Douglas Haig and Gen. Petain, commanders of the British and French armies, yesterday exchanged telegrams of congratulation at the Franco-British success in Flanders. The former paid a tribute to the effort of the French troops under Gen. Antoine. He sketched the irresistible dash with which the French not only gained the objectives set for them, but surpassed them, thereby covering and assuring the Allied flank and inflicting heavy losses on the enemy while sustaining "only really very light losses."

Gen. Petain replied with thanks to the felicitations of the British. Speaking for the French he declared the success of the attack illustrates anew the glory of the British flag and binds closer the two armies. He congratulated the British troops in the name of all French armies.

Church Services

Holy Trinity Cathedral.—Sept. 2—13th Sunday after Trinity. 8 a.m. Holy Communion. 11 a.m. Morning Prayer. Hymns 242, 155, 540 Preacher The Dean. Noon Holy Communion. 6 p.m. Evening Prayer. Hymns 271, 225, 26 Preacher The Dean.

Union Church.—Sunday, Sept. 2—11 a.m. Preacher Rev. H. Stauffer; Chant 74; Hymns 679, 435 (Parts 3) 304, 317. 12 Noon Holy Communion. Hymns 481, 492. 6 p.m. Preacher Rev. D. MacGillivray; Chant 49; Hymns 520, 275, 265.

Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject:—"Christ Jesus" Sunday School 10 a.m. Wednesday evening, 6 p.m. Reading room 21 Nanking Road, room 71, daily 10.30 to 12.30.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). —On Sunday the services in the above will be conducted as follows:—Morning 11 a.m. by Rev. D. E. Hoste. Evening 6 p.m. by Rev. J. S. Orr.

St. John's Pro-Cathedral, Jessfield. Evening Prayer in English at six o'clock. Preacher: The Right Rev. F. R. Graves, D.D.

S. Joseph's Church.—Sunday, Sept. 2. Masses at 6, 7.30 and 9 a.m. Benediction of the Blessed Sacrement at 5 a.m. during the week, masses at 6 and 7 a.m.

Evaporated Milk

CHEAPER IN USE THAN FRESH MILK

TRADE MARK MILKMAID SOLD EVERYWHERE THE BEST AND SAFEST MILK

STERILIZED DRINKING-MILK

Just like fresh milk, but better and purer and always ready.

"The Best and Safest Milk."

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0⁰⁰ — Midnight, 13³⁰ — 1³⁰ p.m.

July 1st, 1917, and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
2038	835	300	0	dep. Peking arr.	22³⁰	19⁵⁰	1000
2345	1122	635	. .	arr. Tientsin-Central dep.	1938	1700	720
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1658	710
000	1125	650	. .	arr. Tientsin-East dep.	1920	1645	700
1910	520	2310	524	arr. Mukden dep.	2304	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line		Mail 4. B. s.	Local 6.
715	1130	—	0	dep. Tientsin-East arr.	—	1705	1612
725	1140	—	2.71	arr. Tientsin Central dep.	—	1655	1602
745	1200	—	. .	dep. Tientsin-Central arr.	—	1651	1547
1133	1500	—	78	dep. Tsangchow dep.	—	1332	1221
1447	1748	—	148	dep. Techow dep.	—	1048	928
1801	2021	—	—	arr. Tsinanfu dep.	—	806	640
7.	:		220	:		:	8.
800	2031	—	—	dep. Tsinanfu arr.	—	758	1812
1039	2231	—	266	dep. Taianfu dep.	—	601	1542
1300	038	—	318	arr. Yenchowfu dep.	—	349	1311
1315	048	—	. .	dep. Yenchowfu arr.	—	339	1256
1556	316	—	377	dep. Lincheng dep.	—	120	1042
1816	450	—	—	arr. Hsuchowfu dep.	—	2338	810
9.	:	—	420	:	—	:	10.
630	457	—	—	dep. Hsuchowfu arr.	—	2329	2017
1156	838	—	523	arr. Pengpu dep.	—	1953	1443
1206	840	—	. .	dep. Pengpu arr.	—	1946	1432
1657	1152	—	600	dep. Chuchow dep.	—	1648	928
1848	1300	—	681	arr. Pukow dep.	—	1530	728

Express 16. B. S.	Express 10. B.			Shanghai-Nanking Line		Express 1. B.	Express 15. B. S.
. .	1420	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
2300	1420	. .	. .	dep. Nanking arr.	. .	1416	650
700	2120	. .	193	arr. Shanghai-North dep.	. .	755	2350

Yenchowfu Tsiningchow Branch Line						Lincheng-Tsochuang Branch Line					
930	1330	2130	d. Yenchowfu a.	640	1230	2000	530	1110	1800	d. Lincheng a.	810	1410	2100
1038	1450	2232	a. Tsiningchow d.	532	1128	1858	638	1219	1908	a. Tsochuang d.	702	1302	1952

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 2301 — train runs on Fridays only.

| 300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

"FREEZOR" FANS

Desk, Bracket, Oscillating, Ceiling Types

"FREEZOR" Fans have a neat attractive appearance and give the strongest of breeze effects the speed regulator in base allows a three speed control from moderate breezes to strong blasts.

Large stocks held in all **Voltages and Sizes.**

Desk Fans, Bracket Fans, Oscillating Fans, Ceiling Fans. With and without lights.

The General Electric Co. (of China), Ltd.

7 JINKEE ROAD, SHANGHAI

Telephone: 1608 & 1606 **Telegram "GENLECTRIC"**

Coming Shortly **APOLLO THEATRE** Watch for the date

THE JOHNSON—WILLARD FIGHT

FOR THE WORLD'S HEAVY-WEIGHT BOXING CHAMPIONSHIP

Fought in Cuba in 1915 before an audience of 34,000 people

The right to make this film cost $100,000

In 3 parts In 3 parts

Business and Official Notices

NOTICE

The Offices of the American Consulate-General will be closed to public business on Monday, September 3, 1917, LABOR DAY.

THOS. SAMMONS,
American Consul-General.
Shanghai, September 1, 1917.
14957

ELEGANTE

5A Broadway.

Beg to announce that their dressmaker has arrived in Shanghai, and will recommence work today, Saturday, September 1st. They have just opened up a beautiful selection of Evening Dresses, Trimmings, and Costume Materials. Their selection of Paris Hats will also be on view from today.
14947

NOTICE

A Meeting of the Willows Football Club will take place at No. 9 North Honan Road on Sunday, the 2nd September, at 9 p.m.

Those interested are kindly requested to attend.

J. R. VILLAS,
Hon. Secretary.
14946

NOTICE OF REMOVAL

The undersigned have removed their office to

No. 1a Jinkee Road, 1st floor.

MORTON AND REEVES,
Marine Surveyors.
Tel. 1886.
14952

STEAMERS

for Purchase or Sale.

Only *bona fide* applications will be entertained. References required

C. A MARTINHO MARQUES,
Ship Broker,
96 Szechuen Road.
Tel. No. 380.

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, pure and delicious and always gives satisfaction.

"Meadow" Brand

An excellent Butter for the table or cooking.

TASMANIAN "I.X.L." JAMS & FRUITS

Finest quality — made from only the finest selec ed fruit and pure cane sugar.

TO BE OBTAINED OF ALL STOREKEEPERS.

Imported by
GEDDES & CO., LTD.
Tel. 346. 5 Peking Road.

Shanghai Yacht Club REGATTA

AT WOOSUNG

In aid of the Sailors' War Orphans' Fund

On Sunday, September 9th

(not as previously announced)

All owners of yachts are expected to be present.

Tiffin ($2) will be provided at the Woosung Forts Hotel. Those intending to be present should notify the Secretary (Mr. A. J. Stewart, 63 Haskell Road) beforehand.

Trains will leave Shanghai at 9.30 a.m. and return from Woosung at 6.30 p.m. It is hoped that the public will support the Club in its efforts to aid a Fund that should appeal to all of British blood.

E. T. BYRNE,
Commodore.
August 30, 1917.
14965

NOTICE OF REMOVAL

THE Offices of the undersigned are from the first of September located on the third floor of the Raven Trust Building, No. 15 Nanking Road, with main entrance from Szechuen Road.

HANS BERENTS,
M. Nor. Soc. C. E.—A. M. Am. Soc. C. E.,
Consulting Engineer.
September 1, 1917.
14971

Shanghai American School

The fall session will open on Monday, September 17th. Registration September 14th and 15th. A limited number of new pupils may be received. The prospectus will be sent on application to G. C. Stockton, M. A., Principal, No. 147 Szechuen Road, Shanghai.
14933

Have you tried our

"UPPER CRUST"

Rye Whiskey?

THE WHISKEY OF QUALITY

Phone 2021

GARNER, QUELCH & CO.

WINE MERCHANTS

73 Szechuen Road

"Onyx" Week!!!

Owing To High Exchange We Offer For One Week Only

ONYX SILK STOCKING

At Cut Prices:

Best Heavy Silk..$2.75 quality @ 2.25
Pure Thread Silk 1.75 .. @ 1.47
Heavy Art Silk.. 1.75 .. 1.47

In Black—White—Tan—Grey
In sizes 8½—9—9½—10.

Notice: Autumn Suitings, Dress Goods and Underwear are now on display.

H. G. HILL & CO.
119 Szechuen Road.

MODES DE PARIS

90F Bubbling Well Road.
(Opposite Race Course).

MADAME CECILE begs to inform her patrons that she has returned from her vacation and is prepared to receive orders for dress-making of every description from September 1st, 1917.
14898

GENUINE REDUCTION SALE

Our Entire Stock of High-class E. P. Ware, Silverware, Leather Goods, Perfumery, Crystalware, Fancy Goods, DIAMOND and JEWELLERY

TO BE CLEARED AT SACRIFICE PRICES

Buy Now and Save Money

A RARE OPPORTUNITY TO SECURE FIRST CLASS GOODS | DON'T MISS IT

All Genuine Reductions

HOPE BROTHERS & CO.,
47 and 48, NANKING ROAD.
14860

ANTIMONY REGULUS.

(99% pure)

ALWAYS IN STOCK.

Apply, HUPEH GOVERNMENT MINING BUREAU, WUCHANG.

Tel. address "HUPEHMINE"
1873

RING UP **3809**

for a comfortable 5-passenger car

PER HOUR **$4.00** PER HOUR

CENTRAL GARAGE CO., LTD.
2a Jinkee Road.

ZUNG LEE & SONS, (W. Z. Zee & Sons, Est. 1895), BROADWAY, SHANGHAI

METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

SATISFIED CUSTOMERS

ARE

NEVER SATISFIED

THEY ALWAYS RETURN TO

GRIFFITHS' STORES

FOR MORE OF CLUFF'S DELICIOUS

"BLUE RIBBON"

TINNED FRUITS

TELEPHONE WEST 641 FOR A TRIAL ORDER

SEND FOR OUR

PRICE LIST

EVERYTHING FOR THE OFFICE

Tel. 4778 **THE OFFICE APPLIANCE CO.** Tel. 4778
4 Canton Road, Shanghai

Chinese Government Railways

TIENTSIN-PUKOW LINE

Notification No. 261.

TRAIN SERVICE (194/29).

The public is respectfully notified that on account of the extra time required for the transfer of passengers and baggage between steam launch and trains, this Railway cannot guarantee that passengers coming to Tientsin or going to Pukow will arrive according to the scheduled time nor that they will secure connection at Tientsin or Nanking with the train going to Peking or Shanghai.

By Order,
Tientsin, 27th August, 1917. THE TRAFFIC MANAGER.
14931

BIG SALE

OF

PITKIN'S PRODUCTS

AT

JANG TAH'S

No. 17 Nanking Road and 1836/7 N. Szechuen Road
From September 3rd to 17th, 1917.

Do not miss this opportunity to stock your requirements.
Prices are advancing.

Illustrated and descriptive circulars sent on request.

Tel. No. 3255.
The Eastern Syndicate
128a Szechuen Road
Representatives

J. M. Pitkin & Co.
Manufacturers, Newark, N.Y.
14951

HOUSES WANTED

WANTED to rent for nine months or a year, from about November 1st, in the Western district (International or French Settlement) a 6 or 7-roomed house, preferably furnished, with all modern conveniences, garage, etc. Must have good garden and tennis lawn. Please apply to British Commercial Attache, c/o H.M. Consulate-General.
14976

WANTED, on the outskirts of, or just foreign or French Settlement limits, house or bungalow with large garden. Apply to Box 28, THE CHINA PRESS.
14941 S.2.

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road, opposite West End Lane.

WANTED ACCOUNTANTS

Men to Become Expert

TRAINED MEN needed in every city for this dignified profession of the prominent and best paying of all. If you know ordinary bookkeeping, here is your opportunity. Demand greater than the supply. Good times and bad times make big money for expert accountants. Why go to college for years to learn law or medicine when you can prepare in a few months' home study in spare time to

Earn $3,000 to $10,000 a Year

as an Expert Accountant? We teach you everything in shortest possible time—auditing, practical accounting, cost accounting, and commercial law. Become your own employer—go into business for yourself as a Certified Public Accountant and Financial Adviser or as a Factory Cost Accountant and Systematizer. American School of Correspondence, Dept. 1-34 Nanking Road, Shanghai

SITUATION VACANT

WANTED by import and export firm, man having experience in handling incoming and outgoing shipments. Must be thoroughly experienced with indenting, shipping and Customs work: quick and accurate. Apply to Box 38, THE CHINA PRESS.
14974 S.4.

WANTED by American family, mother's helper and companion, to assist in care of children. Apply to Box 39, THE CHINA PRESS.
14975 S.4.

COMPRADORE WANTED for an import and export firm. References and guarantee required. Apply to "A.B.C.," c/o THE CHINA PRESS.
14960

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens

Comfortable rooms (Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.

Tel. 3482
8491

Nos. 8 & 11 Quinsan Gardens
'Phone 1946

Ladies and Gentlemen desiring meals in Town will find an excellent table at Nos. 8 and 11 Quinsan Gardens, Telephone 1946. Kitchen under the personal supervision of the proprietress. Terms moderate.

FLAT of two large rooms, with kitchen and servant's room, to let, close to town, Bubbling Well Road, furnished or unfurnished, from the 15th of September, or sooner. Apply to Box 34, THE CHINA PRESS.
14962 S.4.

LARGE front room, suitable for two, bathroom and verandah attached. 1 Young Allen Terrace, opposite Quinsan Gardens.
14980 S.4.

TO LET. Large room, bathroom and verandah; furnished. Telephone, etc., 22A N. Szechuen Road.

ONE front bed-room and bathroom to let, suitable for married couple, British house, terms moderate, very central. Also one single room $75. Apply to Box 42, THE CHINA PRESS.

NEAR Country Club, to let nicely furnished double room, facing south, suitable for two bachelor friends, hot water service, telephone. Apply to Box 32, THE CHINA PRESS.
14956 S.2.

TO LET: One large, well-furnished room, with bathroom and verandah. Please apply 45 Bubbling Well Road.
14903

EDUCATIONAL

WANTED, pupils for violin and piano, by lady teacher. Apply to Box 40, THE CHINA PRESS.
14977 S.2.

PRIVATE lessons in English by certificated professional English lady teacher. Reasonable terms. Apply to Box 25, THE CHINA PRESS.
14926

HOUSES TO LET

TO LET, from Sept. 15th, No. 73 Route Vallon, large modern residence, tennis lawn, rent Tls. 150 per month, including light, water and taxes. China Realty Co., Ltd., 39 Nanking Road.
14958

TO LET, No. 4 Annam Road, five-roomed house, small garden, two bathrooms, stable. Tls. 85 per month. China Realty Co., Ltd., 39 Nanking Road.
14959

SITUATIONS WANTED

SITUATION WANTED: American stenographer wishes position as secretary; has had some experience. Apply to Box 36, THE CHINA PRESS.
8.4.

WANTED: By accountant stenotypist, contract work in accountancy-correspondence, private or general, either day or night, experienced, reliable, references. Apply to Box 33, THE CHINA PRESS.
14966 S.2.

ADVERTISER (British), hard-working, well conversant in Shipping, Customs, and Bookkeeping, is open for engagement. A1 references. Apply to Box No. 30, THE CHINA PRESS.
12944 S.2.

FOREIGN young woman seeks position in good local firm, to learn office routine. Fair knowledge of shorthand and typewriting. Apply to Box 14, THE CHINA PRESS.
14930 S.2.

OFFICE MAN of experience, holding responsible position, wants extra work after office hours and lots of it; no work too complex to handle; no position too small to consider or accept, to either one of which I promise true devotion, and to him who favors me with his confidence, I shall be unremitting in my labours to compensate. Apply to Ally, THE CHINA PRESS.
14134

GODOWN TO LET

LARGE godown to let, central and well-situated. Floor space 10,560 ft. Apply to 10 Yangtszepoo Road.
14972 S.8.

APARTMENTS WANTED

WANTED, flat or detached house in the vicinity of 147 North Szechuen Road.
14973 S.2.6.

TWO gentlemen wish furnished room, vicinity Garden Bridge. State terms first letter. Apply to Box 35, THE CHINA PRESS.
14964 S.2.

ROOM, furnished or unfurnished, in Central district, wanted. Apply, Box No. 43, THE CHINA PRESS.

GENTLEMAN, holding responsible position, desires to live with missionary or private family, Western District or French Town, from October 1st. No boarding houses need apply. Kindly write, stating terms, to Box 29, THE CHINA PRESS.
14936 S.4.

WANTED, a furnished flat of two rooms, modern bathroom (kitchen preferred), in Western district or French town. Apply to Box 18, THE CHINA PRESS.
14910 S.4.

Exchange and Mart

FOR SALE: One Browning patent automatic revolver, 32 cal., with 50 rounds of ammunition, in A.1. condition; price $50. Apply to Box 37, THE CHINA PRESS.
14963 S.5.

WANTED, small motor-boat, or boat suitable for motor, or small yacht. Apply to Box 41, THE CHINA PRESS.
14978 S.4.

WANTED a second-hand violin; must be in good order. Send offer in writing to S. S. Chow, Commercial Press, Local.
14979 S.4.

FOR SALE, a pair of Japanese thoroughbred pugs, marked black and white, 6 weeks old. Write to Box 31, THE CHINA PRESS.
14955 S.4.

FOR SALE, one large American fire-proof office safe, 72" × 48" × 41", weight 3,540 lbs., with combination lock and double doors. Price reasonable. Apply to Box 378, THE CHINA PRESS.
14969

IF you want extra keys made for your Yale Locks call at 39 Nanking Road.
14970

FOR SALE: 1 new, 1917 model, 2-cylinder, 5½ h.p. motor-cycle, with side-car. Used one month. Owner buying car. Apply to Box 27, THE CHINA PRESS.
14935 S.6.

Business and Official Notices are Continued on Page 17

Marconi on the Miracle of Science that Will End War

The Inventor of Wireless Telegraphy Explains the Possibility of Consuming Whole Armies with Heat Rays, Paralyzing Them with Wireless, and Creating Artificial Panics by Shocks That Overthrow Brains and Nerves

By Guglielmo Marconi,
Inventor of Wireless Telegraphy.
(In an Interview).

THROUGHOUT the world the problem uppermost in the minds of men relates to the termination of the war. On both sides the thing most desired is that supreme advantage which shall bring victory. For three years the armies of the oposing powers have struggled with the most deadly instruments ever devised by men. Explosives have been intensified in destructive power, guns of unprecedented range have hurled death many miles distant, new engines—such as the British tank—have been invented. To the degree that explosives have been developed and armament increased in power the carnage has been all the greater. And yet the end of the war does not seem definitely in sight.

Is it possible that some new weapon may be invented which will surpass in annihilating power anything now in use? A weapon that shall render the armament of the enemy ineffective, or devastate in some burning breath the armies of the foes themselves? Does science hold the promise of the miracle that will prove decisive?

In ancient times men placed their hope of victory in their arms plus the support of supernatural powers. We know to-day that that army will win which possesses superior scientific weapons.

What are the "miracles" that science may give?

To say that electrical energy may be employed in paralyzing opposing armies may seem fantastic. But is any possibility lying within the range of scientific discovery fantastic?

Nothing that the imagination of man can conceive is in a sense impossible. We know, too, that necessity is the mother of invention. The dominant purpose of the world today is the ending of the war. To the exclusion of every other object the purpose of the allied nations is to vanquish Germany. How can this most readily and successfully be effected? Perhaps by discovering some weapon which the Germans do not possess.

Therefore our scientists are working toward the discovery of some such weapon. No time can be lost, for we may suppose the German scientists are similarly working toward this end. If the German scientists should discover the "miracle" first—well, it would be certainly to our disadvantage. I am not fearful, however, for we know that German science is not original, but adaptive. Therefore, if it is to be found, I believe the "miracle" will be found among the Allies.

What forces might be utilized, you ask. It would seem big guns and high power explosives had reached the limit of their development. What force that is more deadly than the colossal guns might be found?

Do you remember those battles written of in the Scriptures in which destructive fire descended from heaven and left the armies of the foes a mass of incinerated bones upon the battlefield? That picture of an army shrivelled in one consuming torrid blast has impressed the imagination of men for thousands of years. Yet the actual occurrence of such a "miracle" in the present war is not without the range of possibility. In the Biblical story it was produced by a supernatural agency. If such a victory by annihilation is to happen now it will be through the agency of science.

How might this be done? It is not impossible that some means may be discovered of focussing and intensifying the rays of heat such as Archimedes did in ancient times.

"The Opening of the Seventh Seal"—Francis Danby's Powerful Painting of the Destruction of the World by a Rain of Fire from Heaven. This Conception of the Miraculous Destruction of Vast Hosts of Men May, Says Marconi, Be Actually Accomplished by Science and End War

This to me seems the most immediate and effective possibility. Imagine a terrific concentration of sun rays projected upon the German trenches. And in that withering blast, passing along like a shifting searchlight, the bodies of the Germans wither up—an army turned to cinders. A little smoke rising from the trenches. Silence of the enemy fire. Victory by the infliction of silent death. No one can say this is impossible. Some discovery in the use of powerful metal mirrors of high power lenses may make the projection of this heat-ray practicable. Let us consider how it may be employed otherwise.

Our enemy depends upon his ability to transport troops and munitions to the front. Through those "eyes of the enemy"—the aeroplane scouts—we discover the location of transport lines and the movement of troops. From the projecting station back of our lines a volume of heat rays will be flashed over the transport lines—and the trains, carrying food, will go up in a puff of smoke. Munitions will be destroyed in fume[illegible] front will meet death in a manner [illegible] before they have an opportunity to fight. By this means, too, we will wipe out the enemy's stores of munitions, and the very armies in retreat will be followed—as were the armies of the Biblical story—by a fire from heaven which shall consume and destroy.

And as we follow the foe, we continue to wage a silent burning death. Reaching his borders, we shall assail him in his fortifications. Against that fire from heaven neither fortifications nor walls shall prevail. His cities will go up in smoke. And the end—victory. In such warfare the most scientific guns would become archaic. The "miracle" of thus using heat rays would put an end to this war, and all war.

Aside from the employment of heat rays, there is a possibility of discovering means of utilizing electricity as a wireless agent of warfare and destruction. The suggestion [illegible] a group in the enemy trenches would experience a deadly shock. Their guns would fall from their hands and they would curl up in the grip of an invisible death. Death would carry along down the lines.

New troops would be rushed forward to take the places of the dead in the trenches, but as soon as they reached an invisible line they, too, would perish. No explosion of shells. Nothing visible. Only a vibrating death passing over the lines. In panic, terror those behind would flee. The news would carry to the reserve armies and they would turn. But the power that carried a spasm of death through the trenches might follow the retreating forces. And they, in a convulsion, would be destroyed. So far no means of employing electricity to such an extent has been discovered. But it cannot be said that such a thing won't be done.

Electricity might be used in various ways. It may be possible to find some means whereby the guns of the enemy may be rendered ineffective.

How this might be done I do not, of course, know. But one of these days some investigator may find a method of employing the electrical ray to destroy the weapons of the foes. Thus, when they attempted to use their heavy guns the highly complicated mechanism would not work. Mysteriously, strangely, the monstrous mortars would become inert. This might happen through some form of electrolysis. Or the energy directed might so interfere with the mechanism that the guns would not operate. On the same principle some means may be found of making the highly complicated shells as harmless as a baby's rattle. The enemy would then be without means of fighting.

What are the possibilities of employing rays which might disorganize our foes by affecting their emotions? We know that rays of color are employed in the treatment of mental disorders. We know that certain color rays excite and others tranquilize the mind. Red is disturbing, while blue and green are restful. Color rays cannot be employed at a distance, and up to the present electrical rays have not been found to affect the brain. But can we arbitrarily deny the possibility of discovering a ray which will affect the brain at a distance? We can only say there is no limit to scientific discovery—that everything is possible.

Just as the X-ray was discovered and employed, scientists may discover other rays. There may be rays that could be employed to affect the brain and produce hysteria. Imagine the use of a ray of fear. An army, apparently securely intrenched, suddenly loses its morale. There is no gunfire. No troops emerge from the opposite first line trenches. Yet one day a soldier—one single soldier—drops his gun. He looks around, with white face, with fear—a nameless, inexplicable fear—in his eyes. The soldier next [illegible] pauses irresolutely, then his gun [illegible] nerveless hand. And so down [illegible] perhaps seen a crowd [illegible] You have undoubtedly [illegible] an alarm of fire—perhaps be[illegible]less—will cause a factory mob to glut a hallway or exit and trample one another to death. Fear, like any contagion, spreads. So, if science could discover some ray which would peculiarly affect the brain and nerves, it might be possible to send an army scurrying precipitately away like a herd of frightened sheep.

Such a possibility is purely scientific. We feel through our nerves. The brain even registers impressions conveyed by the nerves, of which the surface mind is not conscious. The nerves of some people are so acute, so sensitive that they are accredited with the power of mind reading. But this phenomenon is simply an ability to sense the nerve vibrations that come from another. Sometimes a sensation of joy comes over you, again an inexplicable fear. It may be that without realizing it you have nervously sensed joy or anxiety in another.

All physical life is vibration; all mental life is vibration. Mental vibration—or thought and emotion—is produced by physical vibration conveyed through the nerve senses. Now the feeling of joy or the feeling of sorrow, of confidence, fear, are but vibratory conditions. Confidence and repose may be explained as a tranquil state of the nerves. Panic-fear is a highly charged excited vibration of the nerves. It is quite probable certain rays may be found in this vast storehouse, which is the universe, which, when projected, will set up such a vibration as will jar the nerves and upset all mental poise of those affected.

Therefore it is not fantastic to consider a soldier in an enemy trench suddenly giving way to a panic-ray, and all others in turn being suddenly plunged into a shaky, trembling excess of sheer terror. An army thus affected—like a pack of sheep frightened by lightning—would give way in a mad, hysteric stampede.

It has been suggested that it may be possible by the use of peculiar rays to put an army to sleep. For that army able to project a sleep ray, victory would be a literal walkover.

At present we are gravely concerned in finding some means of combating submarine warfare. The most effective method has been by the use of nets and bombs. We all hope some vastly more effective agent may be discovered, and any day we may hear of it. In the larger aspects of warfare, however, and in what may be called the imaginative possibilities, I am inclined to think the most hopeful "miracle" would be the application of powerful concentrated heat rays. We may discover methods of utilizing electrical force as a wireless agent of destruction. Or we may discover rays that are now unknown. What we cannot say is that anything dreamed of will not be done.

"The Destruction of Sennacherib's Host"—"Then the Angel of the Lord went forth, and smote in the camp of the Assyrians a hundred and fourscore and five thousand, and when they arose early in the morning, behold, they were all dead corpses."—Isaiah, 37:36. A miracle, says Marconi, that may be accomplished by science by means of unseen rays which will destroy in a breath whole armies. From the Painting by Jose Villegas.

"Nothing That the Imagination of Man Can Conceive Is Impossible. If It Is to Be Found, I Believe the 'Miracle' Will Be Found Among the "Allies."
—GUGLIELMO MARCONI.

Simple Patriotic Dresses

By Lady Duff-Gordon

The Gown Which Was Named After the Most Alluring Coquette of the White House, Dolly Madison

The Gown Into Which I Have Tried to Introduce the Sturdy Simplicity of Character of the Inventor of the American Flag, Betsy Ross

The Molly Pitcher Gown, Which, Named After the Heroine of a Battle of the Revolution, Could, Despite Its Beauty, Be Duplicated at Comparatively Small Cost

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon *("Lucile")*

THIS is a time in which we may learn to dress well at comparatively slight expense. It is time thoroughly to learn that good dressing depends less upon the purse than upon taste. Simplicity is an element of beauty in clothes, an almost indispensable element. This is the time to learn to build a gown upon that cornerstone.

As a lesson in the art of making a smart costume at little expense I show you the three pictures reproduced on this page. I call them patriotic dresses, not because the color scheme is red, white and blue, but because it is a sign of patriotism to dress simply at this time. To the group here shown I have given names that smack of your colonial and revolutionary history. Molly Pitcher, Dolly Madison and Betsy Ross seem to have been the most popular American women of that time. To the costumes I have given their distinguished names, in all reverence.

The largest figure wears the costume which I have called "Molly Pitcher." It is chiefly of the rich, cool color, turquoise blue, and its harmonizing color, sea green. The net which is the basis of the gown is of pale sea green. The underskirt and drapery are of the net embroidered in iridescent brilliants.

The belt and braces are of turquoise silk trimmed with brilliants. The apron is of Antwerp blue, with silver embroidery. The veil is of the palest shade of turquoise.

In the lower left-hand corner is the simple gown with bouffant panniers, which I have christened the Betsy Ross.

More coquettish, yet as you see, simple, is the costume to which I have given the name of Dolly Madison, the exquisite coquette of the White House.

Automobiles

SHANGHAI, SUNDAY, SEPTEMBER 2, 1917

MOTORISTS SPEND MILLIONS ALONG ROAD

Trade And Big Profit To Farmers And Others Brought By Wayside Advertising

Money spent in millions is left along the way by the motorists who use the highways of America. It would be interesting to know the exact amount that is taken in by wayside stations all over America. The countless millions are spent for gasoline, oil, tires, repairs and general supplies for the cars of the multitude and also for luxuries and the necessities of life in the way of food of every sort and drink.

Many a motorist has commented upon the number of men employed in supplying the wants of the motorists today and has stopped to ponder upon the previous employment of these hundreds of thousands of men so employed. What the multitude did for a living prior to the entrance of the motor car into the field would prove highly interesting were a record to be compiled.

Farmers along the roads of America are learning of the benefits of good touring roads passing their farms. The farmers supply gasoline and oil; they supply cooling drinks and ice cream and when the vegetable and fruit season is on they find a ready market at their front door for the produce of the farm. Eggs are readily sold by the farmers and their families, when signs are placed in view, and many tourists are making their automobile a paying investment by dealing for produce of every sort with the farmer and cutting out the middleman and his enormous profit.

In the cities and towns drug stores and merchants in other lines have taken up the handling of gasoline, oil, tires and other products for the motorist and have found the handling of motoring merchandise profitable in more ways than one, as the necessity of securing automobile supplies has brought to the door of the progressive merchant business in his own line, and business which would not have been done ordinarily.

Tourists in motor cars spend money from necessity, and, being out for a good time, do not stint. The hotels benefit from high class patronage and countless new high class hostleries are finding the motorists profitable.

Holland Wants Hudsons

Little Holland, between the millstones of war, with a "scrap of paper" securing one border, and England's love for little nations (which Germany says is an appetite for little nations) guarding the other, might be excused for looking a little down-in-the-mouth, and consequently taking precautions with its pocket-book.

On the contrary Hollanders are buying all the automobiles that the war will permit them to have. The Hudson Motor Car Company received the following letter from its agent at The Hague not long ago:

Dear Sirs:

One of the oldest users of automobiles in Holland, who owns at present, besides one 35 H. P. Lancia and one 32 H. P. Mercedes also one Hudson touring and one Hudson Town Car, has expressed the greatest satisfaction with his two Hudson cars.

"Not my Lancia nor the Mercedes," he said, "give anything like the power or satisfaction of the Super-Six. This week again I have had occasion to compare the hill-climbing power of the Super-Six against a four-cylinder 30 horsepower car. All my friends are astonished at the surprising qualities of my two Super-Six cars, and though I have driven cars for years I must say I have never had one so easy and so flexible. When you receive another consignment of them please tell me that I may recommend them to my friends."

A medical man, previously owner of a ——, but now owning a Hudson Super-Six Cabriolet, visiting our garage recently, said: "No other car can be compared to it."

Of the 23 cars we ordered only three have been received as yet.

The 11 cars shipped on the s.s. Sextant are not in our possession yet. We could easily have sold 60 Super-Sixes 1916 if we could have gotten them, and must ask you therefore to again press on Messrs. Caldwell & Co. to ship without delay the remainder of the cars on order with you, so that 1917 may be termed the Super-Six year in Holland.

Yours faithfully,
Hudson Automobile Company, The Hague.

TEST OF DRIVER'S ABILITY

Jamming the throttle wide open for a flying start strains the motor and wastes gasoline. Speeding up to the stopping point and then jamming on the brakes tears the tread off the rear tires, burns up the brake lining and wastes fuel.

The good driver can usually be told by a slow start, a gradual stop and a sparing use of his horn.

AND 6 CENT GASOLINE?

Louis Bond Cherry, scientist and inventor, of Kansas City, has assured Secretary Daniels that he has discovered a process whereby he can furnish gasoline to the Government for six cents a gallon. Mr. Cherry adds that his discovery will permit the gasoline production of the United States to be increased from 3,000,000 to 9,000,000 gallons a year.

PLAN MARGINAL HIGHWAY TO FOLLOW AMERICAN BOUNDARIES

Emphasise Importance Of Road Construction In Mobilisation Of U. S. Armies

Washington, D. C.—"We must as a nation wake up to the fact that roads are not only necessary in times of peace, but are of the greatest importance for the mobilisation of armies in times of war," asserts Highway Commissioner George P. Coleman of Virginia, who is also president of the American Association of State Highway Officials, with which organisation the American Automobile Association co-operated in the passage of the federal aid road act.

"A marginal highway, as set forth in the Chamberlain-Dent bill, along the Atlantic coast, the Gulf of Mexico, the southwestern border and the Pacific slope and later along the northern boundary line, should receive the indorsement of all the people in this country interested in its protection and its future development. All of us are possibly alive to the fact that roads are necessary for military purposes, but very few people realise that in the construction of the important highways of this country many years will be consumed. Therefore, it is important that this great work should be started at an early date and pushed with as great rapidity as possible to its final completion.

"While main artery roads command priority and require rugged and costly construction, the tributaries must not be neglected, for in many instances these 'feeders' upon occasion serve a vital purpose, even though not subjected to heavy traffic except intermittently, if the national government relieves a state of that road which has the greatest military worth it still remains the bounden obligation of the commonwealth to supply a comprehensive state system of the most important inter-county roads and then to give some aid to the counties in the building and maintenance of the lesser roads. It is almost impossible to say positively what roads may meet the military emergencies, and in consequence there must be a co-related plan, the cost of which must be shared by the national government and state and county.

"It has been suggested that war prisoners can be logically employed in military road construction, and one finds himself very much inclined to agree with the suggestion of the national committee on prisons that we utilise whatever foreign prisoners we now or will possess. Most of these men will undoubtedly be kept in Southern states where the need of trunk road construction awaits the earliest possible attention."

Auto An Essential, Not A Luxury

The automobile gives health and wholesome recreation to millions of people, extends the business and professional ranges of men, widens and deepens social relations; plays a big part as a new element in the modern transportation system for the moving of crops and manufactured products, furnishes life to the movement for good roads, employs nearly a million workers directly and billions in capital, cuts down distances, lengthens Time itself.

"Any agency that performs such desirable and valuable functions certainly is not a luxury," declares H. H. Hills, assistant general manager of the Packard Motor Car Company. "It is an essential in modern economic and social life. Considered as a means of communication, as an instrument of commerce, or as a factor in social conditions, it is more useful than any other single mechanism you can name and stands out as the leading invention of the age.

"It is impossible to place a money value on the extent and number of the automobile's services to mankind. The range of the physician's capacity, to speak of a single example, has been trebled and quadrupled by the addition of the motor car to his equipment. The sphere of the man of affairs, in business, in statecraft, in the industrial sciences, has been enlarged so that thanks to this swift, personal means of transportation his energies are spread over many times what he could attend to less than a quarter century ago. The result in the case of the physician is life saving; in the case of the business man, money making, asset building. How much richer America is in both because of the automobile, no one dare estimate.

"Spiritually, America, considered as one big community, has profited just as much. The automobile takes us out in the open, gives us a chance at fresh air, the fields and flowers, the scenery of mountain country, lakeland and prairie. While it refreshes us physically, it opens new vistas to minds otherwise cramped in the narrow channels of routine life. The very law of the road which has been developed in the use of the automobile has taught us all how to be social-minded, much more thoroughly than the most learned sociologists ever could have taught us from their books.

"The automobile has brought us good roads, efficiency in industry, better wages and better factory conditions and a higher general standard of both labor and pleasure than the world knew in all the centuries before its invention. It is our greatest modern convenience. It is directly responsible for a big share of America's happiness, prosperity, broad-mindedness and general alertness."

As to the proportions of the industry which the automobile has built up for America, Dr. Hills drew on figures which are of record in the present Congress. One million five hundred thousand automobiles were manufactured in 1916, valued at $810,000,000. There are 450 manufacturers of motor vehicles and 825 manufacturers of parts and accessories. Of wage-earners in this and allied industries there are 855,000, and it is a conservative estimate that 2,000,000 men, women and children in America are dependent on this industry. The automobile has increased the value of the United States as improved real estate by splendid plants and sales and service establishments the country over.

"Moreover, with each succeeding improvement of the automobile engine we are achieving more economical operation, making better use of fuel and building cars that last longer," said Mr. Hills. "Owners, realising more acutely the value of their automobiles, are giving them better treatment. Thus every phase of automobile making and using is refuting the mistaken notion that the motor car is a luxury.

"The man who uses an automobile every day probably spends very little time reflecting on these things. Yet I am sure he will appreciate the full usefulness—and the basic necessity—of the motor car in modern life the moment he asks himself this question: 'What would I do without my car?'"

Tips To Efficiency

Always cross railroad tracks in second speed. You will, of course, run over them slowly to avoid damage to the tires, but the motor is easily stalled when throttled down on high speed. Cross them in second speed and you will be more safe.

Opening the relief valves to see if a cylinder is missing is not always a reliable guide unless you speed up the engine. Feed plenty of gas and you will frequently get a burst of flame through the valve from what you thought was a dead cylinder.

Sometimes a driver says his magneto always misses when it rains. A magneto may be short-circuited by rain getting into it, but do not condemn the magneto before looking elsewhere. Distributor and spark plug terminals are not covered with insulation, and so may leak current. Short circuits may develop in secondary wires. Spark plug cores may be cracked. If no faults can be discovered outside of the magneto, put a leather cover over it and end your troubles.

CARELESSNESS BLAMED FOR MOST ACCIDENTS

Hudson Head Says Drivers Are Responsible For Majority Of Collisions

"Nearly every Sunday brings its record of death and disaster through numerous automobile accidents in the city or nearby suburbs," said Harry S. Houpt, president of the Hudson Motor Car Company of New York.

"It may be stated in broad terms that practically every accident is the result of absolute carelessness on the part of at least one driver, although the operator or occupants of another car may be the innocent victims in a collision for which they are in no manner to blame.

"Many of the ordinances designed for the safety of the public—and which are in the most part reasonable—may be put down as almost null and void because of their non-observance by users of the highways. This does not specifically apply to motorists, but to drivers of horse-drawn vehicles as well.

"Not one in a hundred, either motorist or driver of horses, obeys the ordinance providing that vehicles shall come to a dead stop before crossing a boulevard; not one in a hundred obeys the ordinance which provides that slow-moving vehicles shall keep as near to the curb on the right as possible; not one in a thousand horse-drawn vehicles is provided with lights, as the law requires; not one in a hundred drivers has learned how to enter or leave a street without danger to others; not one in a thousand has the least regard for other vehicle users.

"The State of New York has just put into effect a law which will compel every person in New York City who drives a motor vehicle to secure a license from the Secretary of State, although not requiring an examination. There is some merit in this, but it is doubtful if it goes far enough.

DAMAGE FROM DIRT

The dirt collected on the outside of the engine is not merely an eyesore. It gets into the bearings and causes loss of power and wear. This shortens the life of the engine. If the dirt is removed regularly this wear is prevented and the car will last longer.

Strong Demand For American Cars

The demand for American motor trucks, pleasure automobiles and parts in foreign countries, particularly among the Allied powers and the oceanic countries, continues unabated. According to figures just made public by the department of commerce, 1,764 trucks, valued at $3,216,820; 6,725 pleasure cars, valued at $5,489,980, and parts, not including engines and tires, to the value of $2,715,693, were shipped abroad during May.

During the eleven months' period ended May, 1917, the number of trucks exported was 14,740, valued at $39,374,561, together with 57,201 pleasure cars, valued at $42,885,731, and parts valued at $24,517,954.

With the exception of parts, these figures show substantial increases over the exports for the same period of last year. Canada, the United Kingdom and France were the largest purchasers of American automobiles during May.

American Cars Are Popular In Australia

Imports of automobiles and accessories from the United States into Australia during the past two years were as follows: Motor chassis, $1,812,912 in 1915 and $4,749,104 in 1916; motor car bodies, $472,994 and $1,521,141; motorcycles, $138,893 and $588,705, and manufactures of rubber, $832,745 and $2,939,131.

The imports from the United States into New South Wales were: Motor chassis, $712,791 in 1915 and $1,965,695 in 1916; motor car bodies, $175,374 and $619,227; motorcycles, $19,684 and $160,929, and manufactures of rubber, $1,217,398 and $2,012,500.

The large increase in the sale of American cars and tires resulted from a personally conducted campaign, with Australian supply depots managed by experienced Americans, and with extensive advertising in local newspapers and magazines; another factor was the difficulty of importing from Europe. According to the Australian Motorist the demand is for low-priced cars and the American manufacturers are getting the business. It is stated that there is not an American car in the Commonwealth costing more than $2,554.

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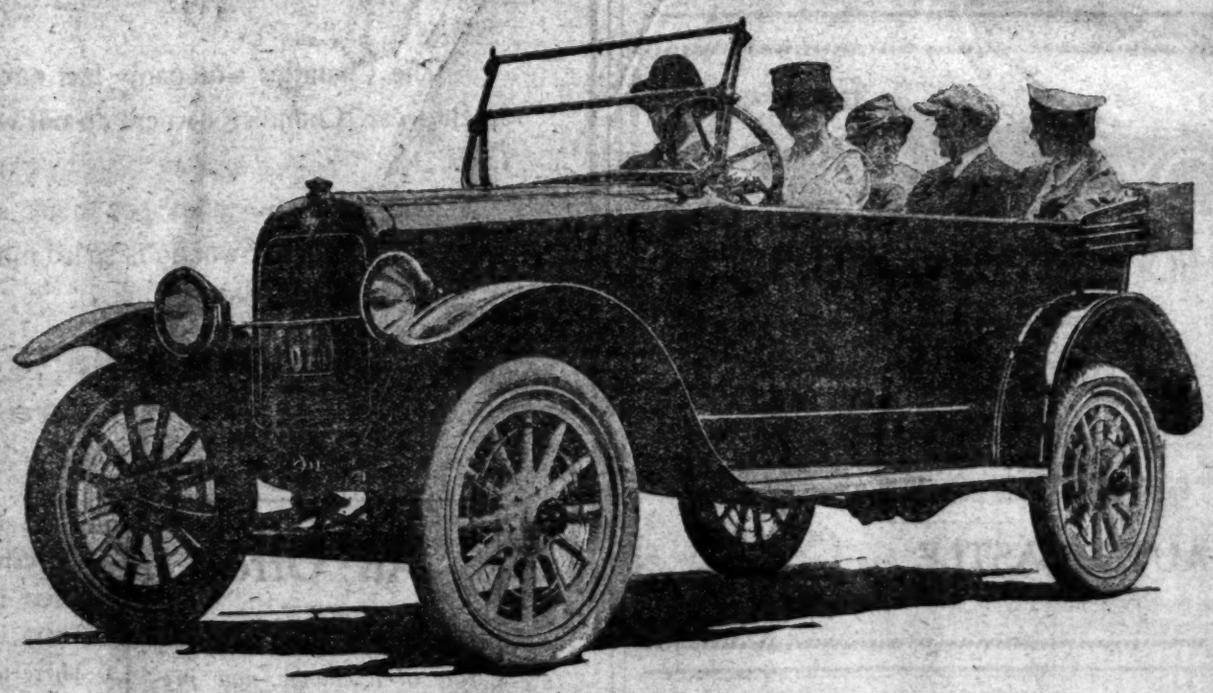

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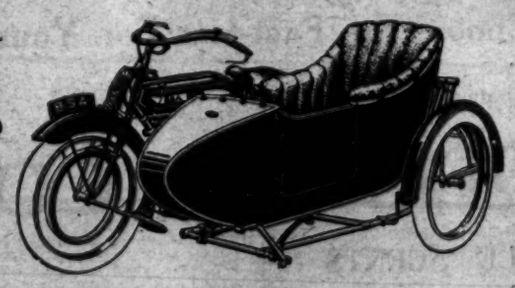

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Car Noises And How They May Be Remedied

By Walter Shields

Quietness is a desirable quality in any piece of machinery, not only because the clicks, rattles, pounds, &c., are annoying, but because the absence of these indicates that the parts are well fitted and operating properly. The automobile, with its hundreds of parts, develops in the course of time a variety of noises which every owner is quite anxious to remove, his prime motive being to destroy them because they disturb the mental equilibrium of the driver and passengers, but incidentally their removal makes for a car which will give better service for a longer period. How many times have you been asked why such and such a make two years old is so extremely quiet, while another even after a few months running emits every sort of annoying sound? The reason for the silence in the well made foreign and American cars is due primarily to fitting when the car is made. Two moving parts very accurately fitted when they are assembled at the factory will tend to operate in that same condition for a long period, granting of course that they are properly lubricated. One of our American manufacturers spends as much as $150 per car merely to remove slight noises after the car has been completely assembled. The real reason behind the almost total absence of noise is one of the best British made cars, is that the parts are hand fitted. This hardly is possible or even desirable in our big production cars such as the Ford, Overland, Studebaker and others, but the owners on this side, where standardisation has been carried to almost every part of the car, can do a great deal toward keeping the various parts in proper condition so they will not be apt to become noisy and also they can learn to distinguish a serious noise from a harmless one and know how to correct both.

Most Noise From Engine

Three-fourths of the noises which are most troublesome come from the engine and naturally so because it contains a greater number of parts than any other unit and more than any two in combination. Valve clicks and slaps are most common.

These are easily distinguishable by the period of occurrence. The cause may be in too much clearance between the tappet and the valve stem or in overhead mechanism between the lifter and the push rod. This clearance may be reduced of course, but if the owner will make tappet adjustments when the engine is hot and make the clearance barely perceptible when the tappet is moved up and down trouble from this source will vanish. However, the clicking might be caused by the lifter being loose in its guide, and this of course cannot be removed unless the lifter assembly is removed and examined. If the lifter itself is worn it is usual to replace it, but often the guide is of such design that it may be sprung slightly to hold the lifter tighter. Few owners look to this place for wear, blaming the clearance in most cases. There may be too much clearance between the cam and the follower, due to either cam or follower wear. Sometimes the fitting of new followers quiets the engine to a remarkable degree. Somewhat the same noise is produced by worn valve stems or stem guides. This is easily determined by removing the valve springs and testing each valve separately. Merely hold the stem between two fingers and move it sideways in its guide. There should be no play perceptible and if there is too much it means you must install a valve with an oversize stem or fit a bushing to the guide. The best way is to fit the stem in the bushing before you install the latter in place. If a valve head warps it will slap against its seat and incidentally cause trouble in that cylinder, so when the valves are removed the heads should be examined. It does little good to attempt to grind in a valve with a warped head.

The valve gear in an overhead valve engine is apt to be a little more noisy than that of the conventional L head because of the greater number of joints, but if these are properly adjusted and lubricated there should be no more noise than in another engine. Sometimes, however, there is too much side play in the rocker arms, with the result that they slap or an arm bearing is worn. Where the arm is not bushed it will require a new part and sometimes the shaft upon which the arm moves is worn. This may be taken up by installing an oversize bushing in the rocker arm.

Bearing Troubles

Though a great deal of the troublesome clicks come from the valve gear, there are other parts of the engine which are likely to cause noise which is a result either of wear or improper alignment. The bearings in most of our engines are, as stated in a previous article, made of some soft metal. When insufficiently lubricated this metal burns and with continued use through a long period it becomes flattened with the result that there is a so-called knock. When the bearing is slightly worn the bearing wear increases it becomes louder and louder and sounds like a hammer blow upon a piece of very hard wood. The usual remedy is to "take up" the play by removing a shim between the bearing halves or trimming the metal on the movable half. When this is done and the moving part not accurately fitted in the bearing the result is only temporary. The right method is to actually refit the bearing so that it is not merely tigher than it was before, but touches the shaft all over. Obviously work of this kind cannot be done in an hour, but it is worth while for the owner to have it done right. The error often is made in fitting the bearing tightly believing that it will last longer. This is wrong. In the first place no bearing should be tighter than any other and secondly a bearing too tight tends to loosen more rapidly than one properly fitted.

Many owners I have spoken with have remarked that the motor "never was the same" after the bearings were taken up. This trouble is usually caused by the shaft being thrown out of alignment by improper fitting of the bearings and especially is this so when only one bearing is taken up without regard for the others. In unit power plant constructions the task of aligning the rear crankshaft bearing with the transmission is a difficult operation at the start and when the rear bearing is not fitted correctly it throws out this alignment resulting in one of the gears in the transmission binding, rendering the gear noisy.

Another source of bearing knock is due to the ends of the crankshaft bearings flattening, caused by the crankshaft thrust. It is practice with some to replace all bearings and thus take up the end play all along the shaft. In some engines, particularly those with four bearing shafts, one bearing (often the second from the rear) is designed to take all the thrust, hence replacement of the one is sufficient. The repair man may urge you to have all changed, but this is not necessary nor advisable. It does not pay to attempt to fix the old bearing flanges so they will be thicker. Get a new bearing.

Often a lower rod or crankshaft bearing is blamed for play in the upper rod bearing. Some times there is no bushing at the top, which is found in the cheaper cars, while in the others there is a bronze bushing to take the wear. Where there is no bushing it means that a new piston pin will have to be installed or if the piston bosses are worn eccentric it may mean a new piston or possibly the fitting of a bushing. The piston itself or the cylinder may be worn, resulting in a knock which is not unlike that produced by preignition. The piston being too loose it slaps against the cylinder walls. The remedy is to get a new piston, but in such a case it is always best to assume that all the pistons or most of them are worn and install a new set. Sometimes the fittings of new rings is sufficient to take up the little extra play. A good workman should always examine the cylinders to determine whether or not they are out of round. If they are to any extent they will have to be rebored. Most engine will take two reborings of a few thousandths each time. This is good practice and gives practically a new cylinder block. The work must be done carefully and new oversize pistons must be fitted and properly lapped in.

Gear And Chain Noise

Timing gear or chain noises are troublesome mainly because it is difficult to cure them without much trouble. In the silent chain drives there usually is an adjustment for wear, but where there is none it means shortening the chain by removing a link, or getting a new chain. The chains stretch, especially at the beginning. Those having excessive chain trouble should consult a good mechanic, for usually an idler can be installed to take up excessive chain slack. In the gear drives there is comparatively little trouble now as compared with those had when spur gear drives were common. The helical gearing now used is quiet and remains so for long periods if the gears are properly lubricated.

Engine auxiliary shaftings are not apt to cause any trouble, but the accessories, if not properly cared for, are likely to become noisy. This is true of the generator end bearings, which must be oiled at intervals, and to the bearings on the water pump shaft, if there is a pump. Usually grease cups are provided for the latter bearing.

Then there is the all common preignition knock, which may be caused by carbon, too much spark advance, poor timing, overheating, overloading engine, poor mixture, &c. In every case the gas explodes before it should resulting in a thrust upon the piston before it normally descends, causing it to strike against the cylinder walls. The preignition knock is that metallic clank which you hear when you advance the spark too far and the engine is pulling hard. Due to the timing, some engines will give this knock when the engine is pulling on level ground. The remedy is, of course, to determine the cause and eliminate it, since there are many causes of this particular knock.

Tight parts as well as loose ones may cause knocking or pounding.

The Clutch

Clutch bucking is a fairly common complaint, and a rattling under the floor boards on a par with it. The bucking may be caused by misfiring of the engine on a hard pull. The owner sometimes is not aware that the engine is misfiring and blames the clutch. The clutch might cause it, and often the fault lies in a worn thrust bearing permitting back and forth movement to such an extent that there is continual knocking. When running fast the noise seems to disappear.

Transmission noise is more common. Many owners are troubled with the noise, but overlook it because nothing breaks. When one of the shafts is out of alignment, due to a worn bearing of a gear that binds, the transmission is bound to be uncomfortably noisy. Sometimes the transmission case itself is not true, throwing both shafts out of alignment. Often a gear becomes broken because of the misalignment and the owner promptly has the gear replaced. This does not remove the cause, and in most cases the second gear will become noisy and finally have some teeth broken. The misalignment must be corrected before the trouble will vanish.

Propeller shafts and joints rarely give any trouble, but the rear axle in many cars emits peculiar noises. When the driving pinion and the ring or differential master gear are not running true there will be a loud hum, with a stress at each revolution. This trouble may be caused by the ring gear itself being warped or by the pinion shaft bearing being worn. A loud hum also is caused when the pinion and gear clearance is either too great or too small. Most cars have some form of adjustment to take up wear of the gear teeth, the adjustment consisting of a shifting of the differential unit. This work requires expert hands and should not be attempted by any owner not thoroughly familiar with it.

An owner not long ago came to the writer and remarked that he had had two differential units replaced and it sounded as though another would have to be put in. He blamed it on the materials of the gears. A thorough examination proved that the whole rear axle was out of alignment. The shafts were not running true, nor the differential, nor the wheels. No matter how many parts are replaced if they run out of true they will be damaged in a short time. When troubles reoccur for no apparent reason have the alignment checked up by some one who knows how to do the work.

Minor 'Music'

Aside from the major noises mentioned there are innumberable minor squeaks and rattles which every owner is familiar with and which are looked for in the springs, the body, the doors, &c. Springs and shackles if properly lubricated will not squeak, but if they are not oiled and rust is permitted to form they will make for hard riding with undesirable "music." Body squeaks are very often hard to find, but if the body bolts are tightened occasionally it might prevent frame riding. Felt inserts are commonly used by owners to stop door rattles and they are perhaps as good as anything. In some of the cheaper grades of cars it is a hopeless task trying to remove body noises because of the weaving of the body.

Rod noises from underneath are heard mostly when the car runs over rough ground. If the rods can be held firmly against some other part, which they usually cannot, it will stop the noise, but in most cases it is due to the rod being too long. Indeed in time it becomes bent from this movement. Some owners to stop the trouble substitute a cable arrangement for the rods.

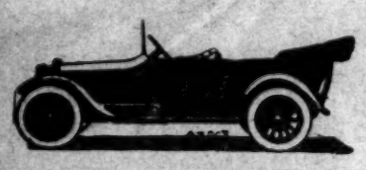
Wheel squeaks are quite annoying, although not common. These may be caused by loose spokes or by a loose rim, more often the latter. When the rim is held on by lugs the lugs may be worn, not tight, or the rim may be sprung oversize. Many dealers have metric rims for certain customers, and an owner recently received one in place of the regular, with the result that he had a continual rim slap. When the rim is not tight, aside from being noisy, is causes undue wear on the tire by scraping it across the road.

Add Motorcycles To President's Guard

To strengthen the guard about President Wilson (two secret service officers, riding motorcycles, have been designated to attend the President on his auto runs about Washington. During the Taft administration it was the custom for motorcycle men to accompany the President on his excursions about the city, but President Wilson decided that this was not necessary in his regime. The present war crisis is responsible for the reinstatement of the two motorcycle guards, it being realised that the mobility, of the two-wheeler made guards, mounted on them doubly effective.

Sometimes The Oil Gauge Will Stick

Most of the accessories on modern cars are so reliable that they are given little concern by the driver, but occasionally one will meet with an accident merely because a certain part did not function properly. Recently the owner of a medium-priced car discovered that almost every bearing in the engine was running practically dry, and if the noise and lack of ability of the engine had not been immediately noticed no doubt much damage would have been done. The oil gauge on this particular car indicated that the proper amount was being fed to the engine, but it was discovered that the gauge reading was misleading. It was necessary to go over the whole oiling system, and it was found that the gauge was to always read "full supply."



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The Chandler Company has never supplied any Chandler dealer anywhere with a special gear ratio for demonstrating purposes.

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There is no other which will pull hard grades on high gear with greater ease.
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There is no other of more beautiful body lines or greater riding comfort.

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FARMERS USE MOTOR TRUCKS TO MOVE JERSEY CROPS

Fruit And Vegetable Growers Find Top Prices Are The Reward For Quick Delivery

Bumper crops in New Jersey are being put on wheels and rolled right into the city markets, fresher and faster this year than ever before, and for the first time since the growing of perishable products became an extensive industry in the State the farmers feel themselves to some degree independent of railroad schedules and freight rates.

Motor trucks have solved the problem of fast delivery for Jersey farmers. Hundreds of big cars, some of them with a carrying capacity of several tons, have been put on the roads between the farms and markets this season. Many of these auto trucks are owned by the farmers themselves, having been purchased to replace horses and market wagons.

A number of motor freight routes have also been opened in the truck-growing districts by small companies or individuals, who have built up flourishing businesses by transporting vegetables and fruits.

Two hours from the center of South Jersey's richest agricultural district to the Dock Street markets in Philadelphia is the record made by motor trucks. Peas, beans, beets, tomatoes, lettuce, spinach, watermelons, peaches, berries, and a variety of other products gathered on the farms in the afternoon reach the city markets the same evening by the motor truck route and are in the best of condition for the consumer the next morning.

Farmers who in the past had depended entirely upon the railroads had to have their produce packed and at the shipping stations by 4 o'clock in the afternoon. The fast freight trains are usually scheduled to reach the city markets shortly after midnight, but growers say that the shipments are frequently so delayed that the produce has to be held over for the next day's market. Great quantities of farm crops are wasted each year by these delays, the losses invariably falling upon the farmers.

Freight congestion and shortage of cars have further added to the shipping problems of the farmers this Summer and made motor trucks an absolute necessity for the large growers. The New Jersey State Board of Agriculture has assigned an expert to handle the shipping problems of the farmers this year in an effort to facilitate the movement of crops by the railroads.

What effect this will have will not be apparent until the season is further advanced. Farmers know, however, that the railroads are already loaded up almost to the limit with freight. By using motor trucks for delivering the crops to markets reasonably near the producing points, the growers believe that they will do much to relieve the railroads of their burden and make more cars available for the shipment of produce to distant points.

For the normal shipments of crops to distant points, such as New York, Boston, Pittsburgh, Buffalo, Chicago, and even Canada, where early quantities of early Jersey white potatoes, tomatoes, and peaches are marketed, it is roughly estimated that the following cars will be required in South Jersey: Potatoes, 5,000 cars; Tomatoes, 2,800 cars; onions, 600 cars; peaches, 1,500 cars; other produce, 4,000 cars. Refrigerator cars and the attendant labor of icing them will be required for the movement of tomatoes and peaches.

One Burlington County fruit grower, Horace Roberts, who spoke at many farmers' institutes in the southern part of the State last Winter, told of the success he had in sending his peaches direct from his orchards to the New York market in big motor trucks. His scheme worked out so satisfactorily, especially in assuring the delivery of peaches in the markets in prime condition, that other growers intend to try it out when the peach season gets underway. The New York markets are about a six-hour trip from South Jersey for a loaded motor truck.

Comparisons between freight or express charges and motor truck costs in transporting farm products are said to be a shade in favor of the latter. As it is now, the railroads exact a pretty stiff toll from the trucks for transportation across the Delaware River on the ferries to the Philadelphia markets.

Where the farmer profits most by the motor truck, however, is in time saving and in reaching the markets with his products at a time when they bring the best prices. A few hours difference in time makes a difference of several dollars in the returns from a load of produce, and rail shipments that arrive late have to be sold at a big sacrifice or thrown away.

Twice as many trips can be made to market in the same time by farmers who have replaced their horses or mules with motors. In these days of labor shortage and high wages this is no small item, and explains the reason for the doubling of sales of motor trucks among the farmers this season.

For the owners of small farms or growers who do not have full loads of produce to ship at times the auto freight system is proving a boon. South Jersey has a number of these auto freight routes. One method is to have the trucks pick up the shipments of vegetables and fruits at the farms and take them direct into the markets, and another is to have the farmers haul their produce to central shipping points.

4,216,943 CARS IN WORLD 3,500,000 IN THE STATES

If Per Capita Basis Of America Were Universal 56,000,000 Would Be The Total

It is reported by the foreign trade department of the National Association of Manufacturers than on January 1, 1917, there were in use in the world a total of 4,216,943 cars, so distributed:

United States	3,500,000
Canada and other N. America	118,086
Mexico and Central America	5,744
South America	39,188
West Indies	11,394
Europe	437,558
Asia	27,758
Africa	21,875
Australasia and Oceania	35,340
Total	4,216,943

The United States has about one car to every thirty persons. On a like basis throughout the rest of the civilised world there would be more than 56,000,000 cars in use. It only goes to show that population isn't buying power. The department estimates a market outside this country of nearly 3,000,000 cars, more than half of them for Europe—and urges that as the golden future for motor car makers in this country.

3,000 Parts Used In Your Motor

The most surprising thing about automobiles is the simple fact that they render the splendid service they do. The average driver relies upon them so confidently that he loses sight of the fact that they are in truth wonderful, complicated, and in some respects, delicate machinery.

In the average car today there are from 2,500 to 3,000 parts. In the motor alone are several hundred of these. From his experience with the simple tools he uses in his daily work, the automobile owner realises the possibility of any one part giving trouble. If he were told to operate any other machine built of 3,000 parts, he would wish he were an expert mechanic.

Besides involving scores of mechanical principles, many of which are new to the mechanical world, automobile construction embodies many principles of electricity, and of hot and cold water, and of lubrication, etc. Some of the parts are shaped by the mighty blows of monster drop forges, while others are so minute and delicate they exact the care and pains of a watchmaker.

And when all this is assembled together it is mounted on wheels and given over to people from every walk of life to use with care or speed at sixty miles an hour.

Try This Oiling Trick

An emergency trick for oiling a spring is to go over it with kerosene, wiping off the dirt as you do so, and guiding the kerosene down the sides so it will run in between the leaves. Wipe off the surplus. Pour oil over them the same way. It is led in by kerosene and oils the leaves very effectually. Now rock the car or bounce the running board and your springs will be fairly well oiled. The best way to oil a spring, however, is to remove it and take it apart, scraping or filing off all rust and covering both sides with graphite, grease or oil. This is troublesome, but is best in the end.

The 'Umps' And The Auto

When "Silk" O'Loughlin utters his last stentorian "Yer Out" in the ninth inning of American League games this season, he can step peacefully into his Chalmers touring car and whisk back to his hotel in comfort.

The originator of the now famous "Strike Tuh," is one of a few American citizens whose decisions are always right. His word is law on the diamond and his opinion is respected in other lines of endeavor. "Silk" purchased his latest car from the Chalmers distributor in Rochester, N.Y., and is convinced that it will afford him grateful relief after a strenuous afternoon listening to "Oh, You Robber."

O'Loughlin is a close friend of Hugh Chalmers, their mutual acquaintance dating back to the years when Mr. Chalmers donated a car each season for the champion batsman in the major leagues. The American League umpire expects to use his car in touring between cities this summer.

WHEN A SPRING BREAKS

When two or more leaves of a spring break it is not advisable to install new leaves without resetting the spring. If the spring is used for some time its set is different from that of the new leaves installed, and the effect results in another broken spring very soon.

FISK ENLARGES

On July 9 the Fisk Rubber Company acquired by purchase the plant of the Gibney Tire and Rubber Company at Conshohocken, Pa., where it will continue the manufacture of solid tires on a larger scale than has ever been pursued by the Gibney concern, a triple or even quadruple production being promised to consumers and trade.

Hudson President Cites The Economic Need Of Motors

There are 915,000 workers in the United States whose livelihood depends upon some phase of the motor business, according to a statement made by Roy D. Chapin, president of the Hudson Motor Car Co., during a recent address upon the economic aspect of the automobile industry, before the New York State Bankers' Association.

Mr. Chapin traced the development of the motor car and its acceptance by the American people, through the stages when it was regarded as a fad, as a luxury, and now as a utility that business and professional life as at present carried on would be impossible without.

"The automobile dealer promotes the business of every locality," he said. "His motor cars have increased by three times the shopping territory tributary to your town. Today every city and town merchant is benefitting by the increased trade which the motor car brings him that he could never get before.

"On one of the public buildings in Washington, D. C., this legend is carved in stone: 'Of all the inventions that have ever sprung from the brain of man, those which have abridged distance and destroyed space have conferred the greatest blessings upon the human race.'

"Just how wonderful has been the expansion of the automobile business few people realise. In 1901 the automobile business began its real growth. Then the motor car was an experiment and a luxury. Then when you cranked your motor it took from ten seconds to two hours to get it started. And then, perhaps, you returned after leaving your car at the side of the road. Now, you press a self starter button, leave on time and return ahead of time. Now your range of travel is 100, 200, 300 miles a day or more. Last year a Hudson super-Six was driven from San Francisco to New York in 5 days and 3 hours, averaging 600 miles a day. It requires the fastest trains to make the trip in four days. And the engine of your train is changed every 150 or 200 miles. You ride behind 21 different engines in making the trip. You ride on a fine, carefully maintained track. Yet the motor car which made this record breaking trip travelled over all kinds of roads, with the same engine and the same parts, and when it reached New York, turned around and started out again the same day, making the trip back to San Francisco in 5 days and 17 hours.

"Fifteen years ago scarcely any one owned motor cars. Now there is one car owned in New York State for every 37 of population. That is remarkable. But do you know that in Iowa and Nebraska there is one motor car for every 13 people. The American farmer owns more than 40 per cent of all the cars that are manufactured. That is where the motor car has proved of the greatest value in speeding up American business.

Hawaii's Investment In Autos Exceeds $6,000,000

There are 6,250 motor vehicles registered in the Territory of Hawaii, according to D. F. Sullivan, Chevrolet distributor at Honolulu. Of this number 3,465 are registered on the island of Oahu, 599 on Maui, 686 of Kauai and 1,500 on Hawaii, says the San Jose Mercury-Herald. These numbers represent an investment of $6,250,000.

The department of commerce figures would indicate that the automobile field is rapidly growing larger in Hawaii and that the number of machines is constantly increased.

During the month of March, 1917, there were 212 automobiles imported and a valuation of $204,400 against 177 machines during the same month the year previous at a total valuation of $153,842.

Another startling increase shown in the figures is in the nine months ending March, 1915, and in the nine months ending March, 1917. In against the 1917 importation of 1,461 1915 there were 662 automobiles imported at a valuation of $750,748 cars at the valuation of $1,411,378. This is an increase of 799 machines, an increase in valuation of $660,630.

Automobile parts except motors and tires to the value of $39,540 were received in Honolulu during March, 1917, against similar shipments in 1916 valued at $14,663 and an even more impressive array of figures is contained in the comparison of automobile parts purchased by Hawaii for the nine months ending 1915, 1916 and 1917. For these periods, the value of the shipments increased $78,000 in 1915 to $134,000 for 1916, reaching $227,665 for the nine months ending March, 1917.

In March, 1917, there were $93,339 worth of automobile tires received in Hawaii against $53,000 worth in March, 1916. Gasoline also shows an increase. In March, 1916, gasoline with a valuation of $24,000 was imported against a valuation of $30,382 in March, 1917.

Automobile manufacturers, according to Sullivan, have just recently realised the importance of Hawaii as a field for automobiles. As evidence of this, Honolulu has been visited by more representatives of motor car industry this year than all other years combined. The majority of representatives were not only satisfied with the investigation of the prospects on Oahu, but vitised the other islands, where the motor situation was also thoroughly studied.

Realising that permanent roads must be built and maintained where there is extensive motor travel, Hawaii has set aside this year $2,500,000 which will be used in the construction of belt roads and main highways. Of this sum, $1,197,000 was appropriated by the legislature. In addition to the territorial sum, approximately $500,000 will be expended by four counties of Hawaii in permanent road improvements, separate from the main highway construction. Of the sum of $1,197,000 appropriated by the legislature, the city and county of Honolulu received $200,000, the county of Maui $297,000, the county of Hawaii $600,000 and the county of Kauai $100,000.

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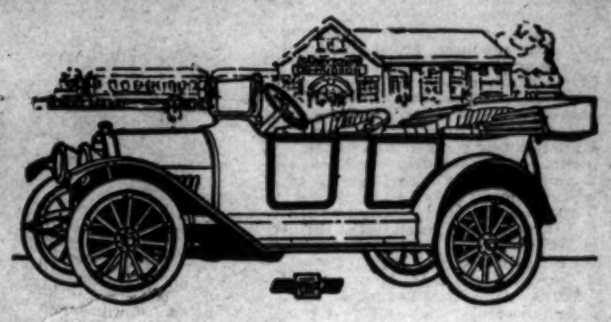

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¶ We know how to make cars that endure—of the proper weight and material—so each Chevrolet is capable of doing the utmost for the least possible expense.

¶ We also know how to incorporate good looks, style, easy riding qualities and comfort.

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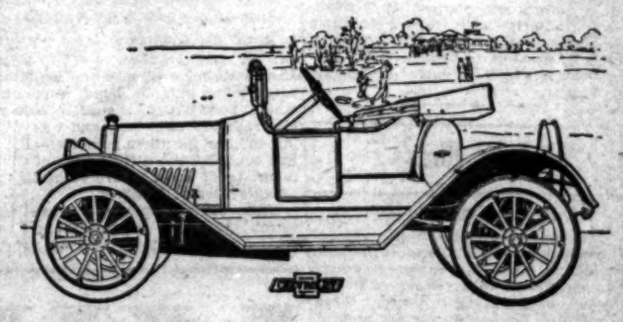

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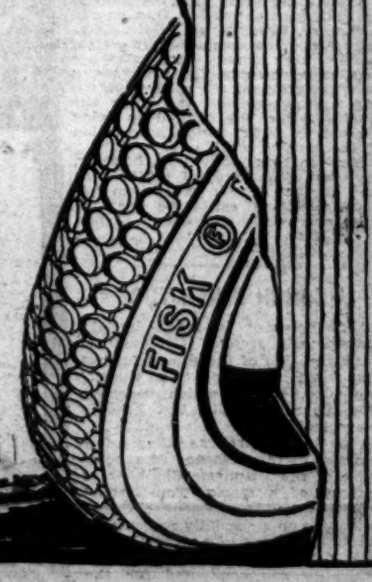

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EXPERTS WORKING ON TRACTOR PROBLEMS

Construction Being Standardised In Effort To Build Somewhere Near Number Needed

That American manufacturers of gasoline farm tractors will produce probably 50,000 tractors this year as compared with the demand for 100,000 or more gives special interest to the annual demonstration of tractors which will be held at Fremont, Neb., the week of Aug. 6-10. Last year American manufacturers produced 39,000 tractors. This year they hoped to have built 70,000, but shortage of labor and materials and lack of standardisation has cut this figure to a possible 50,000. It is estimated that there is a possible field for a million of these tractors in this country. Production is an essential in farm tractors as with aviation.

At Fremont over 250 farm tractors will demonstrate each day, these representing the majority of the tractor manufacturers. Many thousand acres of land have been secured for the demonstration week and from morning until night these machines will be demonstrating their ability to plough and do every kind of farm work.

This national tractor week will be the occasion of a great meeting of tractor engineers and manufacturers at which problems of greater tractor production as made necessary by the war will be paramount.

Great Britain found it necessary to standardise farm tractor construction and America faces the same problem. The Society of Automotive Engineers, which embraces in its membership engineers representing such industries as automobiles, motor trucks, farm tractors, airplanes, motorcycles, motorboats and stationary gas engines, started this work of tractor standardisation last spring and is vigorously carrying it on at present. Tractor manufacturers are requesting methods for the standardising of parts so that production to meet the demands will be possible. The Society of Automotive Engineers was entirely responsible for standardisation work in connection with American automobiles and made a world's name for itself in this field. Its engineers are now standardising aviation motors and planes. It is working similarly with regard to farm tractors, and through this source it will be possible to bring tractor production up to the figures necessary.

Auto Hints

Carry An Extra Tube

The care of tubes is important for the consideration of the motorist who wants to keep his expenses down. Not only is there a reduction in the expense of replacing tubes, but there is the greater saving on account of the casing. A bad tube suddenly letting the weight of a heavy car down onto the flattened casing causes untold damage, which can never be recovered. This damage is, of course, increased if it becomes necessary to drive the car on to the nearest garage for changing. By far the cheapest way out of such a dilemma is for the motorist to keep a reserve supply of one or two good tubes in his car, so changes may be made immediately at the side of the road.

When Your Starter Fails

When the starting crank is not handy and the self-starter fails to work, the motor may be started by jacking up one rear wheel, throwing off the brake and setting the gears at direct drive. By turning the wheel the motor will be operated in the same manner as when the crank is based. Do not, however, lower jack until the gears are neutral.

Better still. Got in the car, push out the clutch, put gears in mesh, turn on the switch, get two or three huskies to push the car and when rolling let in the clutch gently. This will start the motor.

99 Year Old Woman Drives Sun Motor Car

Mrs. Juliet Calboun Blakeley, 99 years old, of Albion, Mich., in whose honor mother's day was inaugurated, recently recovered from an attack of pneumonia and celebrated her return to good health by taking several long motor trips in the Dodge Brothers motor car with which her son presented her.

Despite her years, Mrs. Blakeley is an enthusiastic tourist. One day in particular, with her son at the steering wheel and accompanied by several friends, she toured three countries and 12 town-ships, the speedometer registering almost 150 miles when the trip was completed. And when she reached home, she insisted on being allowed to assist in the preparation of the evening meal.

Her touring activities, however, have not been confined to the rear seat, for she herself has driven her Dodge Brothers car more than 50 miles, an enviable record for a woman of her age.

A TOUGH INNER TUBE

Announcement is made by the Pennsylvania Rubber Company of Jeannette, Pa., of the successful test of its new Pennsylvania "Ton Tested" auto tube, a tube which possesses 2,100 pounds tensile test to the square inch.

A moving picture was taken a few days ago in the presence of a committee of the Jeannette Chamber of Comerce of a stock "Ton Tested" tube lifting a five passenger Dodge touring car on a specially constructed scaffold by means of a windlass and tackle.

This test was conducted for the purpose of proving the remarkable strength and elasticity of the new product. At full stretch the tube lifted the car weighing 2,460 pounds, and the scaffold 530 pounds—a total of 2,990 pounds.

U. S. Government Adopts 'King 8' For Ambulances

Demanding speed, durability, power and ease of riding, the Quartermaster Department of the United States Marine Corps, known as the "sea-soldiers" selected the chassis of the eight cylinder King motor car to carry their ambulance bodies, and today in the United States it is said that this arm of the government's military service has the fastest ambulances in government service.

The government has the bodies built according to their specifications, arranged to carry eight invalided passengers. The bodies are modern in every respect, brought up to date as a result of information received from the American Ambulance Corps serving in Europe.

These bodies are then shipped to the King Motor Car Company's factory in Detroit where within two days they are mounted on the regular King chassis and then shipped to points designated by the Marine Corps.

Major Seth Williams, quartermaster of the United States Marine Corps who has charge of the selection of transportation for his arm of the service recently had one of the cars make an overland journey from Buffalo, N. Y. to Washington, D.C., the capitol of the United States. The car was to travel only during daylight and the route selected was over mountains and roads that had been made hard to travel on because of wet weather. One man was sent to drive the car and he made the trip of nearly eight hundred miles in two days time.

In a speed trip between Washington, D.C. and the marine rendezvous in the state of Virginia this eight cylinder King chassis kept up a continuous speed of 45 miles an hour and broke the pleasure car record between the two points.

The United States Marine Corps is also using the eight cylinder King chassis under light armored cars. In case of an accident to an armored car the chassis from an ambulance can be utilised and the battle monster be made ready for action in a short space of time.

Chile Now Big New Auto Field

Before August, 1914, Europe and the United States looked upon Chile as a country which offered vast opportunities for trade; a country which would absorb all sorts of raw and manufactured materials; in short, a country which needed capital and machinery and railroads and mills and was willing to pay for them. Incidentally it was conceded the nitrate beds of Chile might be of great future value in the manufacture of fertiliser.

But when Germany began its march through Belgium and the greater part of the civilised world began making ready to wage war on a scale hitherto unheard of, the munition makers of England, France and the United States suddenly realised the war would be fought to a finish with explosives of which nitrates are an important constituent. They turned their eyes and ships toward Chile. And since that time the amount and value of Chilean nitrate exports have risen meteorically. As a result Chile is enjoying a state of prosperity unlike anything in its history.

Heavy Shipments Being Arranged

This condition, according to Senor Carlos Puelma Besa, head of the house of Besa & Co., dealers in Dodge Bros. motor cars at Valparaiso, Chile, will be responsible for a large increase in almost every line of business. He is particularly optimistic about the automobile situation, and while in Detroit a few days ago arranged for a much larger number of cars than had been shipped to his firm in any previous year.

The increase in motor car business already has resulted in the formation of several automobile clubs, eight of which have headquarters in Santiago, the capital, and three in Valparaiso, the leading seaport. The Automobile club of Valparaiso was organised only two months before Senor Besa left for the United States and in that time the names of more than 300 members have been written upon the rolls.

Profiting by America's example of the economic value of good roads, the Valparaiso organisation is already striving for systematic federal aid in building and maintaining surfaced roads. Their efforts in this direction have been somewhat simplified by the existence of a law which compels the national government to double any gift for good roads. For example, if some public-spirited citizen offers 100,000 pesos for the construction of hard surfaced roads, an additional 200,000 pesos is automatically available for the same purpose from the national government. A peso is equal to 26½ cents.

Price Of Gasoline 62½ Cents

Numerous difficulties presented themselves to automobile dealers when they began business in Chile. For instance, gasoline sells for 62½ cents a gallon in the larger cities and more in the less accessible places, while lubricating oils are correspondingly high.

So unaccustomed was the average Chilean to the use of machinery that when motor cars were first imported chauffeurs were employed to operate them. These chauffeurs received salaries ranging from 200 to 300 pesos a month. A touring car with a uniformed driver and occupied by but a single passenger was no uncommon sight on the streets of Valparaiso or Santiago.

More recently, however, a great majority of the young Chilean men have learned to drive their cars and chauffeurs are becoming comparative rarities, being restricted to the weal their families. Women drivers are almost an unknown quantity, according to Senor Besa.

Overheating Cause

A cause of overheating that is frequently overlooked is a slipping fan belt. It must run at the speed intended by the designer or it will not properly cool the water. If you can take hold of the blades of the fan and spin it the belt is too loose. A very good arrangement is where the tension of the belt is taken up automatically by a spring.

HEADLIGHT FOCUSED?

Are your headlights in proper focus? If not you are not getting the best use from them. Some light up the sides of the road more than the center and some light the road too far ahead. Point your car directly at a white wall thirty or forty feet and adjust the bulb of one lamp so that there is no black spot in center of light. Then adjust the other lamp to light up the sides of the road.

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DEFENSIVE AUTOMOBILE PATROL ADVOCATED FOR UNITED STATES

Major Phillips Would Have 2,500 Armored Cars And 15,000 Men For Duty

During the early stages of the European war practically all the combatants placed a great deal of reliance on machine guns mounted on motor cars. Within the first year, however, the guns were all dismounted and are now being carried exclusively by hand, acording to Maj. M. J. Phillips, writing in the Power Wagon. Military experts smile when armored motor cars are mentioned, and declare that actual warfare has proved them impractical. It is conceded that their usefulness was one of the big disappointments of the war.

There are several reasons for the failure of the motor-borne machine guns. This war is one of trench fighting. The armies were locked almost to immobility for months. There is practically no skirmishing in the ordinary sense of the term, no patrolling, little opportunity for surprising and annihilating small detachments of the enemy by means of machine guns and getting away before the artillery can unlimber.

Besides, the hovering aeroplane quickly spotted gun bearing motors near enough to the front to be a potential menace and signalled back to the formation. Very soon thereafter a battery or two would begin delivering shells in uncomfortable proximity. So the armored cars were trundled back to the rear and left at the base to await another turn in war's wheel of fortune. It has not come yet.

Nevertheless, the combination of machine gun and motor if properly used will be invaluable in guarding the United States from successful invasion. It is as vitally necessary here as it is useless in Europe, since conditions of warfare there and on this continent are almost exactly reversed.

On the western European front the line is only 300 to 400 miles in length. The United States has 8,000 miles of coast line and hostile border. Soldiers face one another over every foot of disputed territory there. It is manifestly impossible to raise an army large enough to entrench to repel invasion along the ocean fronts and the Mexican border of the United States. There is no necessity of watching the Canadian border, since we have been at peace with Canada for more than a century.

Every harbor landing place on both our shores and each one of the 1,800 miles of our sun-baked southern line must be scanned if we would stop the invader's attack. How? By machine gun motor cars.

The army is awake to the necessity of a coast and border patrol and experiments have been going on in Texas during the last year to determine the best type of car for the purpose. Three distinct kinds of motor cars have been used. First a considerable fleet of small, light cars carrying two machine guns with their crews was employed. They did not prove satisfactory in the difficult Texas conditions. The engines, when the cars were compelled to go slowly "ran hot." There were many breakages because, while the cars were designed for bad roads, they could not withstand the strain of going where there were no roads, and this was often necessary. Uncle Sam has a number of these cars on hand, but officers of the ordnance bureau say they will purchase no more.

The second type was a genuine armored car, but not adapted. It is a high-powered motor, of a make known for strength sturdiness, but not remarkable for great speed or a quick "pick-up." Armor plating of a sufficient thickness to stop rifle bullets at any range formed the body and ran up to a height of 10 feet, where it was fashioned into a turret much like the manhole of a submarine. The sides were pierced for machine guns and small rams and the turret was fitted with a gun rest. There was room in the turret for two men and a gun. All told, this car would hold six men and three guns.

Objections to it were its great weight and height. It is too conspicuous and its center of gravity is too high for meneuvering in broken ground with safety. While the engine performed almirably and the car stood up better than the small, light, "mosquito" cars, its defects were too pronounced to secure serious consideration.

A third type, which gave the most satisfaction, was an open car about the size and shape of a seven-passenger touring car without the top. The body was of bullet-resisting steel and was divided into compartments for the guns when not in use, for gasoline, for water and for tools and supplies. This type of car was valuable, as it could be used for the transportation of machine guns with their crews to strategic points, and it is also a fighting unit, as there are gun mountings built into it.

This type of car represents an expenditure of about $4,000. It has a speed of 60 miles an hour and carries eight men, four machine guns with ammunition, spare parts, tools and an emergency supply of gasoline and plenty of water. It is equipped with pneumatic tires.

Twenty-five hundred of these cars, manned by 15,000 men would do more toward making our shores safe from invasion than half a million infantry.

The first requisite for their effective use is a motor highway running parallel to the borders of the United States in a gigantic "U" from Portland to Portland. A highway on the fourth side, the top of the "U" along the Canadian border, while not a defensive necessity, would prove of great value. A considerable share of the Atlantic and Pacific seaboard is now paralleled by excellent roads. These stretches could be linked up at a reasonable expense. The same is true of the Mexican border.

On the seacoast the patrols would be in communication with marine observation stations and with submarine patrols. As our principal danger is from enemy submarines, which might load aeroplanes and explosives in some isolated cove for brief raids on populous cities, it is necessary that no part of the coast be slighted.

Four cars to each 25-mile block means a total of 1,280 cars. Another thousand could be kept in reserve to carry troops from central points swiftly to the scene of a threatened attack.

A motor patrol of less ambitious type than outlined above was established on the border when armored motorcycles mounting one machine gun in the sidecar worked out of Columbus, N. M. On these cars, however, there was no armor protection for the driver, so that a single bullet might disable the patrol and cause it capture. With an armored car carrying six men and moving rapidly, and equipped with machine guns to fight back effectively, only an ambushed surprise by at least a company of infantry would prove formidable.

Hudsons Greatest Racing Team In All Of Speedway History

The victory of Ira Vail's Hudson Super-Six special in the Minneapolis speedway championship race is the latest feat in the sensational campaign of the Hudson cars this year. Ralph Mulford and Billy Taylor, driving two other Super-Six specials took fifth and sixth places. In the 50-mile consolation race the three Hudsons finished second, third and fourth. Vail's Super-Six established a new track record in the main event, beating the former record by more than 7 miles an hour.

Not a great deal in the way of winning was expected of the Hudson cars on the speedway. The Hudson company's main purpose in placing a team on the speedway was to demonstrate endurance of the Super-Six. While the Super-Six racing specials are not slow cars neither are they the fastest cars on the speedway by any means. In every race in which they have been entered this year, more than 60 per cent of the cars pitted against them have had more speed. Whatever they accomplished therefore was due to superior staying power.

Yet in six big races they have entered they have captured three—Ohama, Seattle and Minneapolis. To the three they failed to win they took second—Cincinnati, Chicago and Uniontown. They broke track records for 150 miles at Seattle and Omaha. Ralph Mulford's Super-Six special established new American speedway records for 150 and 200 miles at Chicago.

In some of the races—notably at Seattle—Hudsons practically monopolised the leading positions, taking first third and fourth.

In the six main races the Hudsons have taken 3 first positions, 4 seconds, two thirds, a fourth, a fifth, a seventh and a ninth. Out of start only one Hudson has failed to finish, due to a guard rail collision at Chicago. All other Hudsons have finished in the money. These records do not take into account numerous Hudson victories by Super-Six specials driven independently of the factory. Glenn Breed of Salina, Kansas has entered five races and won all of them with his Super-Six special. Jerry Rothert won the Free-For-All at Cincinnati. Hickey and Conway, driving Hudsons won second and third in one free-for-all at Uniontown; in another one the same speedway Hickey took second place.

In fact the Hudson Super-Six specials have decisively wrested the American speedway championship from foreign made cars, which have long dominated the speed contests.

The endurance of the Hudsons has been the principal factor in its speedway success. They were able to keep going when faster cars yielded and broke down under the terrific abuse of high speed racing.

Yet the Hudson were not planned for racing cars. The cars which have made these records were taken from the Hudson stock production and converted. There were no design changes, because the company desired the Hudson speedway performance to demonstrate the sort of endurance and power which the motor buyer could expect in the Super-Six stock car. The changes which were made, could be made in any Hudson Super-Six at a small cost, according to the Hudson engineers, who say the racers could be turned out in quantity at less than $50 in excess of the Super-Six stock price

The Hudson racing victories have proved a distinct triumph of American over foreign motor building.

California Fourth In Number Of Autos

New York leads with the greatest number of motor vehicles registered with 279,119. Ohio comes next with 252,431. Illinois third with 248,429. California fourth with 232,440, while Pennsylvania, the last state in the more than 200,000 list, comes fifth with 218,846. The figures given above place California well at the head of the aristocracy of motordom and align her with the greatest and wealthiest states in the Union.

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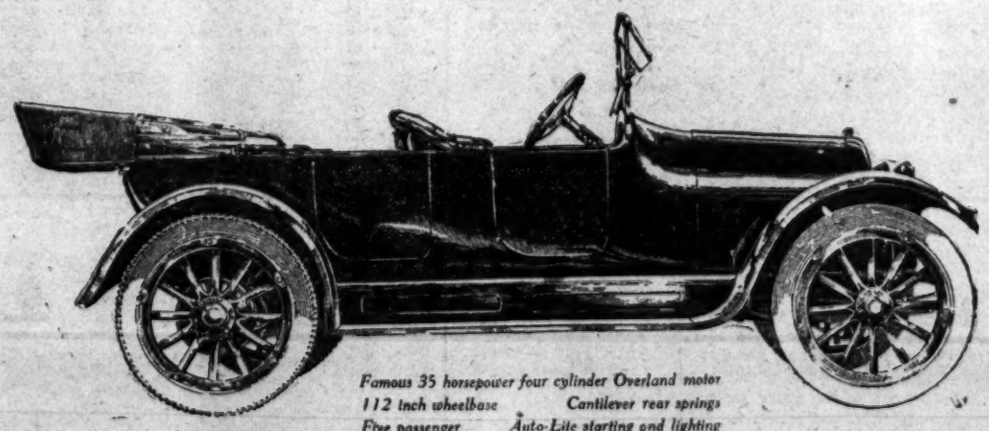

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New Things Every Woman Ought to Know

Postponing Old Age by Eating Less

By Harvey W. Wiley, M.D.

The Famous Authority on Pure Food, Sanitation and Health

I THINK I am not going far wrong when I say that most cases of premature old age among those who have lived a reasonably correct life are the direct result of a faulty and usually a too generous diet.

Premature old age manifests itself in many ways. It is not alone the whitening of the hair which denotes old age, because some very young people, young in every sense of the word, are prematurely gray. Old age is a retrogression from Maximum human ability. It comes to every one, but at different periods.

I think I appeal to every one when I say that it is our duty to postpone the beginning of retrogression in our faculties to the last possible moment. All the rules of right living must be obeyed in order to secure this result, but none more than those relating to the diet.

One of the very common manifestations of old age consists in the hardening of the arteries, thus throwing a great burden upon the heart. When the arteries are flexible, the heart's action is easy. When the heart-beat forces the blood into an artery, the artery at once expands and makes room for the blood, and thus the burden on the heart is reduced to a minimum. As the coats of the arteries become stiffer, the force of the heart-beat necessarily becomes greater, until finally the heart begins to enlarge, its valves do not work perfectly, and old age comes on apace.

Regulating the diet so as to afford favorable opportunities for rest for the digestive organs is one of the best methods of avoiding unfortunate, premature senecetitude. If a whole day's fasting seems too much of a burden in seeking to circumvent premature old age, you may well begin by leaving out a meal—which one depends largely on circumstances.

There is one danger, however, to be avoided in such a practise, and that is the tendency to eat excessively at the remaining two meals. There is not much benefit derived from giving the stomach a rest from breakfast to dinner, if at dinner you eat both banquet and luncheon.

Upton Sinclair once said there was one universal panacea for all human ills and that was fasting. This extreme view is one of the dangers against which we must guard if we are to secure the good effects of fasting, for it is necessary to avoid an excess of the remedy.

Temporary fasting will prevent many diseases, will alleviate many already established, and will, perhaps, with other right methods of living, eradicate them. We must not, however, regard it as a panacea for all ills. It is simply a valuable aid in those ailments that come from overeating.

Dr. Harvey W. Wiley.

Dr. Wiley's Question Box

IS the nutritive value of food lessened when soda or magnesium is taken with it to prevent superacidity?—J. D. P.

Superacidity of the stomach, when neutralized by the administration of soda or magnesium, does not interfere with the value of a food. It is difficult to digest protein foods if the acid of the stomach is neutralized by any kind of an alkali. It is not so much the foods as the excessive quantity of them which produce excessive acidity. The best treatment of excessive acidity is to give the digestive organs a complete rest. A fast of from twenty-four to thirty-six hours, followed by a simple diet, preferably milk, with a little orange juice between meals, is always helpful in such cases. Moderate eating is most essential as one of the means of effecting a cure.

KINDLY publish a recipe for bran bread — the most laxative kind possible.—MRS. A. M. W.

Bran bread is advisable only in case of persistent constipation. Bread made out of bran is more of a medicine than it is a food. Whole wheat bread contains the proper amount of bran in proper composition. Nothing better in the way of bread can be devised than that made from whole wheat flour. As far as breadmaking is concerned it is most difficult to make bread out of pure bran. Enough of the gluten of the wheat must be mixed with it to give it the proper aerating qualities. A good recipe for making bread out of whole wheat flour, which is the best kind of bread in the world for family use, is the following: Two quarts whole wheat flour, one cake compressed yeast, one tablespoonful lard or other shortening, one teaspoonful salt, one tablespoonful sugar, warm water to make a soft dough. Sift the flour through a coarse sieve, add salt and sugar, work in the shortening, add the water, in which the yeast cake has been previously dissolved, mix thoroughly, work the dough into a smooth mass and set aside to rise; when double in bulk divide into three medium-sized loaves; let rise once more and bake from forty-five minutes to an hour.

WHAT is the effect on the system of the moderate use of saltpetre in preserving meats?—MRS. A. M.

Saltpetre acts specifically on the kidneys, even in small quantities, and increases the flow of urine and otherwise unduly excites the urinary organs, in my opinion. In the small quantities in which it is used it has no preservative qualities whatever. Its use is purely deceptive, to make the meat look red and cause people to think it is fresh.

PLEASE tell me about the best way of pickling pork?—BLOOMSBURG.

I am not an expert in the way of keeping pickled pork. My understanding is, however, that it should be kept in a strong brine. The addition of sugar in the preservation of meat is often practised and is not objectionable. If used in considerable quantity sugar improves the keeping properties. Usually the amount used is entirely insufficient to add much to the preservation of salt pork. Salt is the chief preservative on which we can depend. The salt can be abstracted to the proper point before the salt pork is eaten.

KINDLY tell me what to eat to gain strength and weight and eliminate the gases which distress me so.—BOSINA M.

From the symptoms which you describe I think that your stomach is badly in need of a rest. I would recommend a fast of from twenty-four to thirty-six hours. This should be followed by a monodiet; that is, eating practically only one thing. Of all monodiets milk is the best, and I would advise beginning with milk in moderate quantity after a day's fasting. Of course, the milk must be sweet, clean and pure. If fresh milk is not tolerated well, often soured milk is. If the milk diet produces acidity, try an egg diet in the same way. If that still produces acidity, try a fruit diet. If that doesn't have the proper effect, try a vegetable diet. In this way you will be able to find out which, eaten in moderation, will produce less acidity than anything else. Stick to that as long as possible. Meanwhile, occasionally rest the stomach. I do not think you should eat any combination or mixture of foods beyond what nature has intended. The fewer better.

WHAT should I eat and what medicines should I take to relieve the rheumatism from which I have suffered for several years?—MRS. A. B.

It is not a part of my duty to prescribe for any kind of a disease. The causes of rheumatism are somewhat obscure. It is now supposed to be the result of some specific infection. Among other causes it may come from diseased teeth or tonsils. Formerly it was attributed largely to an excess of meats and other high protein foods. A simple diet is always advisable in rheumatism, and to be on the safe side I would advise the elimination of all red meats, especially, and the eating of eggs and white meats in very moderate quatities. Whole wheat flour or whole cornmeal—I mean by that the whole grains ground up into a flour or meal and made into bread or mush—fruits and succulent vegetables and plenty of milk are advisable. In all cases tea and coffee should be eliminated by rheumatics. Both tea and coffee contain caffein, which yields a large quantity of bodies which are converted into uric acid. In cases of rheumatism the uric acid content of the urine is often very high.

MY baby is ten months old and is being fed from the following formula: Certified milk, 32 ounces; boiled water, 7 ounces; lime water, about 40 ounces; sugar, 2 ounces. In addition to this he gets every morning about 4 ounces of prune juice (two hours after his first bottle) and sometimes 2 ounces of orange juice, with 2 ounces of water added, early in the afternoon. Is this diet all right for the summer?—MRS. W. J. S.

I certainly would advise little change in your baby's diet during the hot months of Summer. The poorest time in the world to change a child's diet is in hot weather. The diet which he is getting now seems to be entirely sufficient, and as long as the boy continues to thrive I would advise no material change. There is no reason why orange juice and prune juice should not be given on the same day, as they act in exactly the same way. In a case like this let well enough alone.

IF the soluble minerals in food are largely lost in cooking would it not be better to eat more of our foods uncooked?—P.

Soluble minerals in foods are lost largely when foods are cooked by boiling unless the water is evaporated and added to the foods before they are eaten. A better way for cooking potatoes, for instance, is by baking or steaming. There is no loss of mineral substances by these processes. There are many ways of cooking foods which do not deprive them of their mineral content, and it would be wholly unwise to abandon the use of cooked foods. Both cooked foods and uncooked foods are valuable. For instance, the potato is not at all palatable when raw, but fruits are often more highly appreciated when raw than when cooked. It depends on the nature of the food product. Such foods as raw cereals would be difficult to eat and therefore cereals are much better cooked than when raw. Fruits and many vegetables are much better eaten raw than when cooked. There is no one rule that applies to all.

For Women Who Earn

By Elaine Gilbert

Author of "The Ambitious Woman in Business"

HOW can I save money on $12 a week when $8 has to go for board? I want to be economical and save something for a rainy day, but, honestly, a girl hasn't a chance to save nowadays with things so high. I have to ride to work every day and buy lunch and pay for ready-made clothes, as I can't sew, and lots of times I haven't the price of a movie by Saturday.—MAE O'K.

Certainly you can save money on $12 a week salary. Why, lots of families in this country haven't a larger income and get along on that much. I think, however, that you ought not to pay so much for board. Can't you find a vacancy in one of the Y. W. C. A. buildings, where you can live so nicely and so cheaply? There are many good co-operative homes like this in town—perhaps some are not too far away from where you work to enable you to walk instead of having to ride back and forth each day. Then, too, in many cases, they put up a lunch for girls which would save you the daily cost of an outside lunch. On $12 a week you ought to have a budget something like this:

Board	50 per cent or	$6.00	per week
Carfare and lunch	15 per cent or	1.80	per week
Clothes	15 per cent or	1.80	per week
Amusement, education	10 per cent or	1.20	per week
Savings	10 per cent or	1.20	per week

Why don't you learn simple sewing? That will help cut expenses.

I am offered a good position in another city, but my people object to my leaving our home town. They think it's unsafe. But I can't get anything near as good at home and I don't see why I should give up the better opportunity.—L. L. G.

Are you sure you can't find something as good nearer home? Have you really tried? Sometimes, you know, a golden opportunity in another city is only a case of the grass looking greener on the far-off hill. I see no objection to your going to another city for a really worth-while opportunity that will help you to better yourself eventually. But don't go unless you're quite sure that it will be worth while—in experience, in its educational value, and in helping you to a bigger future. If you decide to go, be sure to get in touch with some reliable person beforehand (with your minister's help or introductions through friends) so that you will have a place to live as soon as you arrive.

I am crazy about automobiling and would like to take a course so that I could be a chauffeur. Do women get such jobs, and do you think I could earn my living that way?—K. F.

You'll need more than a fondness for joy-riding to make you a successful chauffeuse! There are very few women holding paid jobs of this kind, not because they can't drive well, but because few women know enough about handling a car in an emergency, making repairs, etc. But you could get these things in a good course, and no doubt there will be more auto driving jobs open for women if men are required for military duty.

What's Correct To Do, Say and Wear

By Mrs. Cholly Knickerbocker

The Celebrated Arbiter of Good Form.

AT a private church wedding where the only guests will be the bride's parents and bridegroom's parents, would it be proper for the bride to carry a boquet if she wears a suit and hat? Should the parents precede the bride into the church? Should the bride walk with the bridegroom or with her father?—F. A. B.

Yes, the bride may carry a simple bouquet, if she wishes, but in such a case the father should stand beside her during the ceremony and hold the bouquet and glove when the ring is to be placed on her finger. The bride's parents anticipate her departure for the church by a few moments. It is customary for the bride to walk down the aisle leaning on the arm of her father, because he is to give her away. However, custom frequently varies in this. If preferred, at a simple wedding, the bride may go in with the bridegroom.

WHAT is appropriate to wear to a strawberry festival to be held in the Floral Gardens?—FLORA L. E.

Wear your prettiest and most flower-bedecked hat and a delicately colored foulard silk dress or a sheer white organdy. The lighter pastel shades of organdy are also permissible. Carry a fluffy sun shade of the latest style and don your whitest gloves Your shoes should match your costume and be the daintiest and most perfectly fitting that you can procure.

I AM almost sixteen and considered rather good looking. I can sing, though my voice is not very strong and I can dance. Do you think I can secure a position on the stage in New York? I adore the stage and want to play in musical comedy.—HELENA Y. S.

My dear child it is a long and weary road that you must follow to attain success on the stage. I certainly would not advise you, at your age, to attempt coming to New York with the hope of finding a position in musical comedy. There are too many chickens looking hungrily for a single, lone grasshopper here for you to stand any but the slightest chance of a foothold in this already overcrowded profession. It takes more than mere good looks and a little talent.

SOME time ago I stayed all night with an intimate friend, taking my own towel, among other toilet articles. My friend told me this was a breach of good taste. Was she right?—JENNY L.

Yes. It is one of the duties of the hostess to see that her guest is supplied with sufficient towels and soap and even such small conveniences as pens, ink, stationery and telegraph blanks. Of course you may carry your own brush and comb and your own personal nightdress. But by carrying a towel you imply that your hostess may be scantily supplied with these necessaries.

Good To Eat

Cookies.

CREAM ½ cup butterine very thoroughly. Add 1 cup sugar gradually, beating constantly. Stir in two well beaten eggs. Add 1½ cups of buckwheat flour and mix well. Toss on board, pat, roll very thin and cut in shapes. Sprinkle with sugar and bake in a quick oven.

Whole Wheat or Graham Bread.

SCALD 1½ cups milk with 3 tablespoons brown sugar and 1¼ teaspoons salt. Cool, and when lukewarm add ½ cake yeast softened with a little cold milk (reserved from the 1½ cups). Add 3 cups whole wheat or graham flour and beat thoroughly. Place in a buttered pan and let rise. Bake in moderate oven. Skim milk may be used if desired.

Savory Beef.

CUT a pound of top round of beef into two-inch pieces and sprinkle with flour. Fry a small piece of salt pork until light brown, add beef and fry for about 35 minutes, stirring occasionally. Cover with water and let simmer about 2 hours (fireless cooker may be used). Season with salt and pepper or paprika. Serve with a sauce made as follows: Cook in water for 20 minutes 1 cup of tomatoes, part of a stalk of celery, ½ onion, 3 whole cloves, 3 peppercorns and 1 blade of mace or a little nutmeg. Rub through a sieve, add some of the gravy from the meat, thicken with flour moistened with cold water, and season with salt and paprika. Noodles, boiled rice, hominy or chopped potatoes, carrots and green peppers or other vegetables in season may be served in the same dish.

Economical Menus for the Week

FOR the benefit of housewives who want appetizing, healthful and economical meals, but who are tired of serving the same old combinations over and over again, the accompanying menus have been prepared especially for this newspaper by Miss Mary Lee Swann, a member of the faculty of the Barnard School of Household Arts.

MONDAY	TUESDAY	WEDNESDAY
Breakfast	*Breakfast*	*Breakfast*
Berries	Blackberries	Currants
Cream of Wheat	Eggs Cooked in Shell	Broiled Tomatoes on Toast
Top Milk	Corn Puffs	Coffee
Toast Nut Margarine	Coffee	*Lunch*
Coffee	*Lunch*	Egg Plant (Hawaiian Style)
Lunch	Shrimp Salad	Tomato and Lettuce Sandwiches
Banana and Peanut Salad	Bread and Butter	Whole Wheat Baking Powder
Mayonnaise Dressing	Vanilla Cream	Biscuits
Sliced Peaches	Iced Coffee	Raspberries
Coffee	*Dinner*	Coffee
Dinner	Macaroni Rarebit	*Dinner*
Meat Stew (left-over meat) with turnips or other vegetables	Tomato and Lettuce Salad	Corned Mutton (cooked with Potatoes, Carrots and Turnips)
Cornmeal Dumplings	Graham Bread and Butter	Dressed Lettuce
Grapes	Stewed Pears	Peach Cobbler
Coffee	Vanilla Wafers	Coffee
	Coffee	

THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*
Cantaloupes	Grapes	Fresh Fruit	Stewed California Prunes
Cream of Wheat Top Milk	Poached Eggs Toast	Cream of Wheat Top Milk	Shredded Wheat Cream
Toast Coffee	Nut Margarine	Coffee	Coffee
Lunch	Coffee	*Lunch*	*Dinner*
Corn Oysters	*Lunch*	Tomato, Lettuce and	Cold Roast Chicken
Lettuce and Tomato Salad	Peppers Stuffed with Rice	Mayonnaise Sandwiches	Corn Bread Stuffing
Whole Wheat Gems	Tomato Sauce	Gingerbread Custard	(Prepared on Saturday)
Peaches	Baked Apples	*Dinner*	Green Peas
Coffee	*Dinner*	Bean and Cheese Roast	Lettuce and Tomato Salad
Dinner	Green Peas	(Seasoned and prepared like a meat loaf)	French Dressing
Cold Corned Mutton (sliced very thin)	Canned Salmon with White Sauce	Tomato Sauce	Peach Ice Cream
Mint Jelly	Corn Bread	Baked Potatoes	Wafers Coffee
Potatoes au Gratin	Heart Lettuce Salad	Escarole Salad French Dressing	*Supper.*
Ice Cream Sponge Cake	Sour Milk Gingerbread	Sliced Peaches Cream	Minced Chicken Sandwiches
Coffee	Coffee	Coffee	Lemonade and Mock Angel Cake

You Might Try

Air for Strawberries.

STRAWBERRIES will keep fresh much longer if placed in an uncovered dish, so that the air will circulate through them as freely as possible.

Odorless Dish Towels.

THE disagreeable odor that dish towels acquire after being used a few times can be removed by soaking in hot water to which has been added a little ammonia.

Grating Your Toast.

IF toast is slightly burned, instead of scraping of the burned particles with a knife, use a grater, rubbing is carefully over the burned part. This will leave the toast an even brown, with no burned taste whatever.

To Keep a Cake Fresh.

TAKE a thin slice of bread and half a dozen toothpicks. Fasten the bread against the cut surface of the cake by means of the toothpicks. The cake will then have no stale slices that must be thrown away.

Freshening Sandwiches.

PLACING sandwiches in a stone or earthenware vessel and afterward putting this receptacle into a pan of cold water will make stale sandwiches taste quite fresh. Newly made ones will keep for hours if treated in this manner.

SHANGHAI, SUNDAY, SEPTEMBER 2, 1917

S. V. C. MEN WIN AGAINST S. C. C.

Combination Of Units Scores 162 And Dismisses Cricket Club For 110

CLIFFORD STARS AGAIN

Top Scorer For Volunteers, Contributing 61; Takes Three Wickets For 27

Cricket is a remarkable game. You never quite know what is going to happen. Last week, the Baseballers were given an object lesson in the mysteries of the game and perhaps that accounts for a number of the U.S.A. sailor-boys watching the contest between the Volunteers and the S.C.C. yesterday afternoon.

The Volunteers took first whack and they opened their innings with Captain Billings and full Private Clifford. This couple, although they are so widely apart in military rank, evidently like and understand each other. Despite the fact that Doc. Morris and Electric Knight bowled their very best against them, they had signalled over 80 before a Morris-Deeks combination sent Billings back to the pavilion for a well earned 24.

This is the third time this season that the said couple has made a first wicket stand of over 80. They are very useful with both bat and ball, for they later opened the attack for the Volunteers and both are members of "A" Company. Lucky "A" Company!

When Billings went, his place was taken by W. E. Anderson, who played really nice cricket. He got quite a number of runs by fine strokes on the off side and the pavilion spectators were sorry to see him retire owing to indisposition after he had gathered an excellent 30. Clifford meanwhile had made 61 before he too had to go.

Then Cheetham of the Maxims got busy—very busy—and scored 23 in quick time. Turner followed and, carrying out his own instructions to his team, began to get runs rapidly, but, with 10 to his name, he returned a sitter to Morris and his work was done.

The rest of the team were casualties, although Denis Cooke survived with a couple of victims to his name. The soldiers finished their innings after capturing 162 runs. Morris bowled well for the civilians, taking five wickets for 75. Leslie, with 3 for 37, was quite effective.

Middleton took the first ball from Billings on behalf of the civilians, but Vine was waiting and back went the old Interporter to watch the rest of the game from the benches. Knight carried on with C. E. M. Thomson, but for a very little while. The attack of Billings and Clifford was too fierce and six wickets were down for 81.

Then came Deeks and Norman. They both brought weight to bear upon the game and both were determined to play out time. Runs came slowly but surely and 90 was on the board before Deeks was tempted by Turner and Vine gathered in the spoils.

Norman continued his merry career and carried his bat for a finely played 39. If it had not been for Deeks and Norman, the S. C. C. would have made a very poor showing. The couple made 75 out of the 110 scored and by good cricket.

Quite one of the features of the game was the fielding of Vine, who took three great catches and two wickets. Billings, with 3 for 32 and Clifford, with 3 for 27, did most damage with the ball, but Monk and Turner also bowled well. The former was unfortunate in not getting a couple of wickets. He kept an excellent length and got a good deal of work on the ball from the off.

The fielding was not bad and an interesting game ended in a victory for the soldiers by 52 runs.

The scores follow:

Volunteers

W. C. G. Clifford, c. Leslie, b. Morris	61
G. M. Billings, c. Deeks, b. Morris	24
W. E. Anderson, retired	30
C. S. Cheetham, b. Leslie	23
W. C. D. Turner, c. and b. Morris	10
L. R. Wheen, b. Leslie	4
W. J. Monk, b. Morris	0
W. J. Haynes, run out	0
E. G. Barnes, c. and b. Leslie	4
D. H. Cooke, not out	2
S. Vine, b. Morris	0
Extras	4
Total	162

Bowling Analysis

	O.	M.	R.	W.
Dr. Morris	18.2	1	75	5
C. Knight	8	1	27	0

(Continued on Page 2)

Autumn Training Season Opened

The training season commenced yesterday morning, a large number of members attending to watch the opening work of the many ponies that were either trotted or cantered.

Of the earliest of early birds was Mr. Bellamy, closely followed by the veteran Mr. B. A. Clarke, who has been for many years the winner of the "Coffee Stakes." We trust that he may return to form and gain pride of place for many successive training seasons.

The jockeys have not commenced serious work yet. On many sides one hears threats to refrain from seductive "G.T.O's." and "Silver Fizzes" until after the races, but as long as the hot weather lasts refreshments of all kinds will be popular.

The jockeys have all summered well and will be practically the same as at the last race meeting. Mr. V. H. Lanning, having been transferred to Kobe, will not be able to ride at the races this Autumn. Mr. F. R. Vida returned to Shanghai about a week ago, looking fit and well, but a trifle "beefy," which, no doubt, will disappear with an "electric bath" or two and a little hard work.

The Stewards have published an attractive program for the Autumn Race Meeting, which, condensed, reads as follows:

First Day, November 12

I.—The Maloo Plate.—Half a mile.
II.—The Criterion Stakes.—One mile.
III.—The Maiden Stakes (Griffins).—Three-quarters of a mile.
IV.—The Fah-Wah Stakes.—One mile and a half.
V.—The Subscription Griffin Stakes.—Three-quarters of a mile.
VI.—The Shanghai St. Leger.—One mile and three-quarters.
VII.—The Eclipse Stakes (Griffins).—One mile and a quarter.
VIII.—The Autumn Cup.—One mile and a quarter.
IX.—The Whangpoo Stakes (Griffins).—One mile and a half.
X.—The Kalgan Plate (Subscription Griffins).—One mile.

Second Day, November 13

I.—The Northern Cup.—Three-quarters of a mile.
II.—The China Cup (Griffins).—One mile.
III.—The Shanghai Stakes.—One mile and a half.
IV.—The Pagoda Cup (Subscription Griffins).—One mile and a quarter.
V.—The Llama Miau Stakes.—Two miles.
VI.—The Rubicon Plate (Griffins).—One mile and a quarter.
VII.—The Racing Stakes.—One mile and a quarter.
VIII.—The Sycee Stakes (Griffins).—Three-quarters of a mile.
IX.—The Siccawei Plate.—One mile and a quarter.
X.—The Mongolian Plate (Subscription Griffins).—Seven furlongs.

Third Day, November 14

I.—The Flyaway Plate.—Seven furlongs.
II.—The Grand Stand Stakes (Griffins).—One mile.
III.—The Pari-Mutuel Cup.—One mile and a half.
IV.—The Jockey Cup.—One mile.
V.—The Consolation Cup.—One mile and a quarter.
VI.—The Sub-Griffins' Consolation Cup.—One mile and a quarter.
VII.—The Champion Sweepstakes. One mile and a quarter.
VIII.—The Manchu Stakes (Griffins).—One mile and a quarter.
IX.—The Nil Desperandum Cup.—Seven furlongs.

The Off Day

The Grand National Steeplechase.
The Autumn Handicap.—One mile and a quarter.
The Griffins' Handicap.—One mile and a quarter.
The Sub-Griffins' Handicap.—One mile and a quarter.

Willows Football Club

A meeting of the Willows Football Club will be held at No. 9 North Honan Road, tonight, at 9 p.m. All those interested are invited to attend.

The Willows Football Club is contemplating entering the Second Division League the coming season and has a very strong combination of hard workers available for the team. Should they enter the league much may be expected of them. During previous seasons, the Willows have contended with Sunday matches only, but it is anticipated that the second leaguers will find in them worthy opponents.

INDOOR SPORTS By Tad

WELL I TAKES 10 MEN WITH ME SEE? WE GETS TO THE EMPTY LOT AND THERE IN THE MIDDLE OF IT IS A LITTLE CHILD CRYIN' FER HELP— THE GRASS IS AFIRE OTIN THE CORNER— I LEANET MY WARK— AN' I HAD PRACTICALLY NOTHIN' TO LOSE BUT ME LIFE
MY HOW THRILLING
AND WHEN THE KID YELLED HELP— HE GROWLED "DONT JUMP WAIT FOR THE LADDER
SAY IF LIES WERE JITNEYS HED OWN THE LIBERTY LOAN
OH FIREMAN SAVE MY SUFFRAGE BADGE
INDOOR SPORTS.
LISTENING TO THE FIRE CHIEF TELL A VISITOR OF THE THRILLING FEATS OF BRAVERY THAT HE HAS PERFORMED.

Lawn Bowls

Scotland Team Loses

The Rest of the Club defeated the Scotland team in the S.L.B.C. match yesterday by 85 to 67. The scores:

Scotland		The Rest
Rink No. 1		
A. D. Bell (skip)		Alb. Taylor (skip)
C. M. Bain		J. D. Gaines
J. B. Grant		S. Hammond
D. Mennie	14	T. E. Trueman 22
Rink No. 2		
J. C. Macdougall (skip)		L. Evans (skip)
A. W. McCallum		J. J. Sheridan
J. C. Thomson		E. Payne
G. Dunlop	16	F. L. Marshall 22
Rink No. 3		
J. T. Disseldiuff (skip)		F. Large (skip)
J. Park		R. J. Bowerman
J. S. McGavin		J. Scotson
Dr. Ross	14	L. Simmons 16
Rink No. 4		
G. L. Campbell (skip)		E. L. Hunter (skip)
D. MacDonald		F. C. Banham
D. McGregor		J. Frost
J. Valentine	23	W. Dutton 25
	67	85

S.L.B.C. v. Yangtszepoo

This game will be played on the S.L.B.C. rinks this afternoon at 4 o'clock.

The home team will be represented by:—

Phillips, Bell, Gaines and Large.

Macdougall, Bain, Banham and A. W. McCallum.

Evans, Campbell, Hunter and Taylor.

Disseiduff, Sheridan, Scotson and Dunlop.

Lawn Tennis

The match between the Shanghai Public School Old Boys and the Police Recreation Club was played on the latter's ground Friday afternoon. The S. P. S. O. B. won by 62 to 47 games.

The scores were:—

A. V. White, H. Stellingwerff, won from J. Robertson, J. Lawson, 6-3, 6-3, 6-1.

J. P. Hawes, C. E. Ollerdessen, lost to J. F. W. Milne, C. J. Bull, 4-6, 2-6, 6-1.

B. H. Smith, J. Stellingwerff, lost to H. Jefferson, R. Shelliswell, 7-5, 3-6, 3-6.

J. Turner, F. Ollerdessen, won from T. Foley, R. Yorke, 6-2, 8-6, 6-2.

S.R.C. v. Japanese Tennis Club

The S.R.C. and the Japanese Tennis Club will play on the S.R.C. Ground this afternoon at 4.15. The S.R.C. couples will be:—S. M. Wallace and R. J. S. Brandt, A. V. White and T. Porter, C. E. Ollerdessen and J. Turner, E. Noakes and R. C. Elliott, T. Phillips and R. H. Purcell.

Swimming Gala Proves Great Attraction

There was not a seat to be had long before 9 o'clock last evening at the Municipal Bath on the second evening of the Shanghai International Swimming Club's Annual gala.

The racing in all the events was very close, and the 100 yards championship of Shanghai was a magnificent race, won by E. A. Brodie in the good time of 64 seconds.

The results were:

100 Yards Championship

E. A. Brodie	1
E. F. Mears	2
R. J. Tippin	3

Time: 64 seconds.

One Length Back Stroke

C. Encarnacao	1
G. V. Jensen	2
A. C. Scriven	3

Time: 36 seconds.

Griffins' Race

S. Collaco	1
A. M. Waller	2

Time: 25 seconds.

Diving Championship

A. Gutierrez—Milkmaid Cup.
E. F. Mears—S.I.S.C. Prize.

Brodie, Mears, Cruz and F. A. Remedios tied for second place and Mears and Remedios then tied again, but eventually Mears was awarded second place.

Blindfold Race

E. F. Mears	1
A. Gutierres	2
J. A. Smith	0
M. J. Cruz	0

Ladies' Sweepstake Handicap

C. E. Ozorio	1
R. F. Remedios	2

Ladies Represented:

Miss E. Berthet	1
Mrs. Golding	2

Team Race

Won by Vice President's Team, composed of C. E. Ozorio, J. L. Berthet, W. F. Hamlin, P. Madar and F. Ozorio.

The other contestants were:

President's team.—F. W. Golding, G. V. Jensen, A. G. Waller, M. J. Cruz and A. Gutierrez.

Captain's team.—C. Encarnacao, W. Jones, S. Collaco, L. Encarnacao and J. F. McGregor.

Vice Captain's team.—E. F. Mears, N. H. Alves, T. Mellows, R. F. Remedios and J. G. Harrison.

Diving For Objects

W. F. Hamlin (12)	1
W. Jones (10)	2

Visitors' Handicap

D. Green	1
C. Brown	2

E. Howe came in first, but was disqualified, because he crossed into the other competitors' water.

Half Mile Championship

R. W. MacCabe	1
F. A. Remedios	2

Time: 15 min. 0 2-5 secs.

Won by nearly 200 feet.

Water Polo

Rowing Club v. International Swimming Club. Teams: S. R. C.—E. G. Barnes; J. S. Agassis and F. S. Ward; R. W. MacCabe; I. D. Macdonald, E. A. Brodie and H. D. Rodger.

I. S. C.—C. E. Ozorio; J. Wilson and W. Jones; F. W. Golding; L. Encarnacao, E. F. Mears and C. Encarnacao.

Won by I. S. C. by 3 goals (C. Encarnacao 2, W. Jones 1) to 2 (Rodger 2). Mr. W. J. Gande refereed.

At the conclusion of the gala, Mrs. Stanley distributed the prizes.

At The Theaters

At the Victoria Theater today and tomorrow night the management is offering the strong Sarah Bernhardt film success, "Mothers of France." Advance notices for this theater tell of the advent, on September 7, of the screen dramatisation of Eugene Sue's great novel, "The Wandering Jew." The famous story runs through six acts and will be shown for four nights only, with a matinee next Sunday.

The Olympic program for today and tomorrow night features the new war film "Battle of Peronne" and "Sons of Our Empire," showing the tanks in action and numerous other features of the grim work at the front. The Olympic also is announcing a strong attraction commencing next Friday. On that date will be screened the recent D. W. Griffith production "Home, Sweet Home," featuring no less than 25 of the most popular film stars in the movies. The play is described as a tense six-reel drama with plenty of thrills.

The 9th and 10th episodes of "Liberty" are being shown at today's matinee at the Apollo Theater. Tonight's program is headed by the three-part drama, "The Manor House," supplemented by the news gazettes and a Keystone comedy. Beginning tomorrow evening the 11th and 12th episodes of "Liberty," entitled "A Daughter of Mars" and "For the Flag," form the headliner, with the gazettes and two comedies.

"The Garden of Knowledge," a four-part film story based on the study of eugenics, is to be shown at the Crest Hotel, 6 Siccawei Road, tonight.

The two final episodes of "The Fanatic" form the matinee bill at the Isis Theater. Tonight will be added a Keystone comedy, "The Alarm" and another fun film by Prince.

Performances every evening are announced for the Open-Air Cinema at the Public Garden—former German Garden Club—on Avenue Joffre. Selected programs of the best film comedies will be shown, commencing nightly at 9:15.

St. George's Gardens Open-Air Cinema continues to be a popular place these warm evenings. Program changes tomorrow night and Friday.

Three funny comedies and the 5th and 6th episodes of "Liberty," entitled "Love and War" and the "Desert of Lost Souls," are to be shown at Towa Cinema Theater today. Matinee at 2.30 p.m. Entire change of program tomorrow evening.

Shanghai Rifle Association

The special competitions at long ranges (900 and 1000 yards) and the September monthly competition were held at the rifle range on Thursday and Friday. There were over 20 competitors for each competition. The following are the results of the 10 best scores for the long ranges.

Class. 900 Yards (H.P.S. 75)

"C"—H. W. Lambert	65+5=74(a)
"A"—W. J. Terrill	72
"A"—A. G. White	69
"A"—C. E. M. Thomson	69
"A"—T. C. Britton	68
"C"—R. P. Roberts	64+5=69
"A"—B. S. Chapman	67
"A"—W. E. Sauer	67
"C"—E. O. Wilson	62+5=67
"D"—G. Watanabe	58+8=66

(a) Winner of three spoons.

Class. (1000 Yards (H.P.S. 75)

"A"—B. S. Chapman	66(a)
"A"—A. G. White	65
"A"—A. M. Collaco	64
"A"—T. C. Britton	63
"C"—W. G. Smith	58+5=63
"A"—H. T. Rose	62
"A"—W. J. Terrill	59
"C"—S. B. Stevenson	54+5=59
"C"—R. P. Roberts	53+5=58
"A"—A. C. Crighton, A. C. Davis and C. E. M. Thomson, 58 each.	

(a) Winner of three spoons.

September Monthly Competition

"A" Class:

W. J. Terrill	4-5545555555=47(a)
W. E. Sauer	3-4455545555=47
A. M. Collaco	4-2555554555=46
C. E. M. Thomson	3-5454555563=46
A. C. White	45
W. T. Rose	41
T. C. Britton	40
W. H. Blackwood	40
J. Sinclair	38
B. S. Chapman	36
A. C. Davis	35

"B" Class:

T. Spring	43(b)
F. Bonichi	40
J. Johansson	37
J. E. Cameron	38
C. Brooke	34
E. E. Hodges	33
G. V. Jensen	3

"C" Class:

C. Matsuno	47(c)
E. O. Wilson	44
W. G. Smith	43
N. Mathieson	39
S. B. Stevenson	37
H. W. Lambert	36
G. Dunlop	34
Y. Hori	34
D. Inowka	32
T. Watanabe and A. Groves, retired.	

"D" Class:

S. Kuwayama	38(b)
G. Watanabe	37
W. G. Clifford	35
M. Jijima	33
N. Sudsuki	31

(a) Winner of spoon and 2nd leg on cup.
(b) Winner of spoon and 1st leg on cup.
(c) Winner of cup and promoted to "B" class.

The Weather

Local thunderstorms. The maximum temperature recorded yesterday was 93.2 and the minimum 74.6, the figures for the corresponding day last year being respectively 93.4 and 72.4.

BROOKLYN TAKES FOURTH STRAIGHT

Flagship Beats Shanghai In Ninth With Two Runs To Spare; 9-6

BILLS, BEATEN, IS THE HERO

Gets Two Homers And As Pitcher Holds Navy Sluggers To Four Hits

Brooklyn took another from Shanghai yesterday, driving in three runs in the ninth after the landsmen had tied up the score. The ultimate result was 9 to 6.

The contest was the most loosely played of the four the teams have engaged in and it was a harrowing afternoon for the home fans. But amid all the wreckage and general gloom there was one bright and gleaming feature. The same being the scintillant pastiming of Mr. Christopher Cornell Bills.

The versatile Shanghai shortstop went into the box in the third inning after Roberts and Hadley had been driven to shelter and held the Navy sluggers down to four hits for the remainder the game, only two of which came in a single inning. Over and above that he cracked out two slashing home runs at the expense of the explosive Mr. Hylton in two successive times at bat. Incidentally, to top off, he participated in a snappy double play and fielded a perfect game, handling six chances.

Shanghai tied the game up in the sixth when Porterfield produced the day's third homer, a resounding smash over center, driving Tinkham in ahead of him and making the count 6 and, from then on it was quite an exciting battle for the lead. Both teams got men around to third and one Navy run was nipped at the plate in the seventh. A bobble by Swift, a double by Gage and Robertson's three base driv spilled the three runs across in the ninth.

Roberts got away to a bad start when the game began by walking the first man up, Brenner. He stole second and a scratch infield hit by Heubel put him on third. Deal scored both men with a triple to center.

Hadley went in at this point and Gage immediately singled to center and, when the ball got away from Woods, came all the way around. Robertson fouled to Wilhoit for the first out. Haggerty was safe on Maloney's fumble and there were two on again when Sellers drew a walk. A fast double play, Hadley to Bills to Wilhoit on Hopkins' rap ended the trouble.

Navy made almost as bad a start as Shanghai. Stone, the Brooklyn's southpaw, began the hurling. He showed plenty of smoke but after Wilhoit had flied out, he passed Woods, hit Turner on the forearm and issued walks to Bills and Maloney in succession. Woods scored when one of the errant slants got away from Sellers. Stone was yanked and Hylton took up the task. Bristow slapped to Brenner, who made the play to the plate but Wilhoit, running for Turner, slid in safely on a close decision.

Brooklyn got two more in the second, Deal driving out his second three-bagger, scoring Heubel, and coming in himself on Gage's single. The sailors made no more runs thereafter until the ninth. Bills held them hitless for three innings, allowed one scratch hit in the sixth and a single in the eighth. There was a wholesale shift in the Shanghai lineup in the third, Porterfield going into the game in right, Maloney going to short, and Swift to third.

Bills added his team's next two runs with circuit clouts beyond the center garden in the third and fifth.

Swift got three of Shanghai's hits and Gage was the most consistent hitter for the Navy, getting an equal number. Maloney had a bad day of it, making five mistakes, though he worked better after the shift to short. Deal made a circus catch of Maloney's foul in the fifth and there

were other occasional bright spots, but the largest and most luminous of these was Bills.

The score:

Brooklyn	ab	r	h	po	a	e
Brenner, ss	4	1	1	2	1	0
Heubel, 3b	5	2	1	4	2	0
Deal, 3b	4	3	2	1	3	0
Gage, rf	5	2	3	1	0	0
Robertson, cf	5	1	1	1	0	0
Haggerty, lf	5	0	0	0	0	0
Sellers, c	4	0	0	7	1	1
Hopkins, 1b	4	0	1	11	0	0
Stone, p	0	0	0	0	0	0
Hylton, p	3	0	0	0	5	0
Totals	39	9	9	27	12	1

Shanghai	ab	r	h	po	a	e
Wilhoit, 1b	4	0	0	12	1	0
Woods, cf 2b	3	1	0	2	1	1
Turner, 2b, rf	4	1	1	1	0	1
Bills, ss, p	4	2	2	1	5	0
Maloney, 3b ss	4	0	1	4	1	5
Bristow, c	4	0	0	4	1	0
Swift, rf, 3b	5	0	3	0	3	1
Tinkham, lf	5	1	2	1	0	0
Roberts, p	0	0	0	0	0	0
Hadley, p	1	0	0	0	1	0
Porterfield, rf, cf	3	1	1	2	0	0
Totals	37	6	10	27	13	3

By innings:

Brooklyn ..... 4 2 0 0 0 0 0 0 3—9
Shanghai ..... 2 0 1 0 1 2 0 0 0—6

Home runs—Bills, 2; Porterfield. Three base hits—Deal, 2; Robertson. Two base hit—Gage. Stolen bases—Heubel, 2; Brenner; Hopkins; Woods, Bristow. Double plays—Hadley-Bills-Wilhoit; Bristow-Wilhoit. Struck out—by Hylton, 5; by Bills, 2. Bases on balls—off Stone, 3; off Hylton, 2; off Roberts, Hadley and Bills, 1 each. Hit by pitcher—Turner, Deal, Woods. Passed ball—Sellers. Hits off Roberts, 2 in one inning, none out; off Hadley, 3 in 2 innings; off Stone, none in 1 inning, 1 out.

Umpires—Messrs. Chapman and Poland.

Brooklyn and Shanghai meet again today for their fifth argument. The game starts at 3:30. Rosenberger is the probable mound artist for the flagship, with Bills or Tinkham working for Shanghai.

S. V. C. Men Win Against S. C. C.

(Continued from Page 1)

E. G. Lover	7	0	29	0
A. H. Leslie	4	0	27	3

S.C.C.

H. Middleton, c. Vine, b. Billings	5
C. Knight, b. Billings	5
C. E. M. Thomson, c. Billings, b. Clifford	2
Dr. H. H. Morris, b. Clifford	4
E. G. B. Lover, b. Billings	4
S. J. Deeks, c. Vine, b. Turner	36
A. H. Leslie, c. Vine, b. Clifford	10
E. G. Norman, not out	39
S. V. Mills, c. Wheen, b. Vine	1
F. W. Etheridge, b. Vine	0
C. Butland, run out	2
Extras	7
Total	110

Bowling Analysis

	O.	M.	R.	W.
G. M. Billings	9	1	32	3
W. C. G. Clifford	10.4	2	27	3
S. Vine	6	1	17	2
W. J. Monk	3	0	14	0
W. C. D. Turner	2	0	4	1
C. S. Cheetham	2	0	9	0

Public School Old Boys Win

The Public School Old Boys beat the S.R.C. 2nd XI by 118 runs to 83. The scores:

Public School Old Boys

C. E. Ollerdessen, ct. Ryton, b. Donaldson	10
L. P. Quincey, run out	11
T. Wigton, ct. Ambrose, b. Barnes	32
A. V. White, b. Ambrose	22
T. Pearson b. Barnes	0
F. Ollerdessen, b. Barnes	0
E. J. Cooke, b. Ambrose	23
J. Turner, c. Brand, b. Ambrose.	2
C. Fuchman, b. Ambrose	0
W. Mooney, c. and b. Ambrose.	0
B. Shirazee, not out	1
Extras	17
Total	118

Bowling Analysis

	O.	M.	R.	W.
C. H. Bhoora	8	0	22	0
R. A. Donaldson	5	0	23	1
R. T. Ryton	8	0	17	0
H. J. Barnes	5	3	9	2
H. J. Ambrose	4.3	0	30	5

S.R.C. 2nd XII

C. H. Bhoora, b. White	8
H. J. Brand, b. C. Ollerdessen	0
R. A. Donaldson, b. White	0
H. J. Barnes, c. Pearson, b. White	3
R. T. Ryton, not out	21
R. Phillips, ct. White, b. Pearson	0
H. B. Trevelyan, c. Wigton, b. C. Ollerdessen	0
R. J. S. Brandt, c. Wigton, b. Pearson	13
E. Noakes, b. Pearson	14
R. H. Purcell, run out	1
H. J. Ambrose, b. C. Ollerdessen	7
Extras	10
Total	83

Bowling Analysis

	O.	M.	R.	W.
C. E. Ollerdessen	7	2	28	3
A. V. White	5	1	9	3
T. Pearson	5	0	17	3
F. Ollerdessen	3	1	19	0

Jiu-Jitsu Expert Downs Greco-Roman Grappler

Kervaras, Greek Wrestler, Severely Handled By Prof. Ito—Crucial Test For Fulton On Labor Day

By Cross Counter

New York, July 15.—While the fact has been demonstrated that a trained boxer can defeat a wrestler, a savate expert or a jiu-jitsu athlete on condition that each employs his own system of attack and defence, there is hardly a doubt that the best boxer in the world easily be beaten by any one of the three mentioned if the combat was according to the rules governing those branches of sport.

Kid McCoy once stopped a French savate, expert in jig time and Jim Corbett knocked out a weight lifting Samson who thought he could get a clutch on the boxer and tear him limb from limb.

McCoy feinted the Frenchman into leading with his left foot and then, sidestepping, pounded the kicker on the chin before he could regain his balance. Corbett sidestepped a rush by the strong man and uppercut him to dreamland.

Numerous boxers have beaten wrestlers and jiu-jitsu athletes, but the question of superiority between the grapplers and the jiu-jitsu experts was not definitely settled till a few days ago on the coast, when Prof. Ito, of jiu-jitsu fame, won two swift and decisive falls from Gus Kervaras, a Graeco-Roman grappler of no mean ability.

Each man used the methods of his style of contest, and not only did the Jap win, but he had the Greek in a helpless condition at the end of each fall.

Crisis for Fulton

Fred Fulton, who has been thinning the ranks of ambitious challengers of Willard, will reach the turning point of his career on Labor Day, when he again faces the Sapulpa Samson, Carl Morris. In order to prove his right to be considered a logical opponent for Willard Fulton must beat Morris. And if the Minnesota plasterer is to defeat Morris he must improve 50 per cent. over the form he exhibited against the Oklahoman in their bout in this city.

Therefore, between the present time and the day of the battle, which is to take place at Canton, Ohio, under the management of Matt Hinkel, Fulton must perfect a plan of battle that will prevent the mammoth Morris from hanging his weight on his opponent, holding and hitting, roughing on the ropes and butting with the head. These constitute Morris's offensive, and unless Fulton can perfect a successful defence against such tactics, and can in addition reach Morris with the hooks and jabs that laid low Langford, Weinert, Flynn and others, he will utterly fail to make any impression on his bulky antagonist. Morris's chief object is to prevent an opponent doing any scientific boxing, of which the Oklahoman is embarrassingly ignorant.

In order to take the battle out of the realm of science, and make it a question of brute strength, Morris clings to his opponent from start to finish. Even when the referee forces his way between Morris and his opponent the Oklahoman makes a furious rush and is hanging on the unfortunate's neck before the referee gets free of the boxers.

The efforts of three New York referees—Brown, Buckley and McFartland—to compel Morris to box cleanly were unavailing, and there is little chance that any Western referee will be able to do anything with the giant from Oklahoma.

Therefore it all depends on Fulton. He will have to uppercut, jab and hook so forcefully that Morris will be kept his distance. If Fulton cannot do so, then Morris will maul him to a frazzle as he did in this city.

Title Forfeiture

While waiting for a chance to flatten Willard, Fulton has tumbled into the ludicrous error of threatening to claim the title unless the champion accepts his challenge. Mike Collins, on behalf of Fulton, asserts that it has been the rule for champions to defend their titles every six months, and in case a bona fide challenge is not accepted the champion forfeits. It is true that in the days of London rules it was the custom for champions to defend titles every six months or forfeit to bona fide challengers.

But John L. Sullivan, the first heavyweight champion of America after the Queensberry rules went into effect, changed all that. John declined to accept any challenges unless he felt like it, and he never fought any one until he got ready.

Other Queensberry champions followed Sullivan's lead, with the result that since the Queensberry code became operative no champion has lost title except in the ring or through death or retirement.

Fulton may depend on it that Willard will never be deprived of his title except through defeat in the ring or through voluntary retirement.

Kilbane A Good Featherweight

Nothing in Kilbane's record goes to show that the measures up to the standard of the present crop of lightweights. Richie Mitchell, who was stopped by Leonard in seven rounds, had all the better of a ten round bout with Kilbane a few months ago, and Eddie Wallace, Mel Coogan and others have held him even.

Kilbane shone resplendent in the featherweight class because of the paucity of good material in that division, but the lightweight class today is full brilliant performers, and if Kilbane is to capture the 135 pound honors he will have to do much better than he has up to date. I look to see Leonard outpoint Kilbane in the six round canter at Philadelphia.

Chinese Tennis Tourney

A big crowd of tennis enthusiasts attended the opening games of the Chinese Championship tennis tournament yesterday afternoon on the Y. M. C. A. courts. This year the tournament started with lots of spirit and enthusiasm as shown both by the players and the spectators. Fifteen singles and twelve pairs of doubles will meet for the championship honors among the Chinese in Shanghai. The results of the games that were played yesterday are as follows:

Singles:

Mr. Dau Ting-yao won from Mr. Chang Chung-hu, 6-1, 6-4.

Mr. C. Tseng won from Mr. Hu Yoeh-chang, 6-4, 6-1.

Mr. Y. S. Day won from Dr. Wu Chao-chu, 6-1, 7-5.

Mr. D. Y. Lin won from Mr. William Hu, 6-3, 6-1.

Doubles:

Tseng Yen-tso and Wang Liang-tsai won from Messrs. K. Y. Chang and Ko Chao-ling, 6-2, 6-0.

Messrs. T. Y. Tau and Hu Yoeh-chang won from Dr. T. K. M. Siao and Dr. Samuel E. Chiu, 6-3, 6-1.

Zee I-ming and Chun Wing-ching won from Lu Wei-chang and Tong Yu-yuen, 7-5, 4-6, 6-0.

Chang Young and C. Tseng v. Y. S. Day and D. Y. Lin, 6-5 and 4-6 (to be continued).

Referees.—Dr. N. T. Ho, Dr. T. K. M. Siao, W. M. Woo, M. Hsu, W. H. Pan, Y. S. Day and C. G. Hoh.

Music For Tomorrow

The following program will, weather permitting, be played by the Band in the Public Garden, tomorrow, beginning at 5.30 p.m.:—

1.—March "Navahoe" ...van Alstyne.
2.—Overture "La Cazza Ladra" Rossini.
3.—Waltz "Ideal Espanol" ...Balart.
4.—Selection "The Dairymaids" Rubens.
5.—Song "As when the Snowdrift" Thomas.
6.—Selection "Coppelia" ..... Delibes.
(a) "March of the Bell"
(b) "Waltz of the Hours"
(c) "Waltz of the Doll"
(d) "Czardas"

A. de Kryger,
Conductor-in-Charge.

NO TRUMP DOUBLES AT ROYAL AUCTION

Second Hand's Answer To Dealer's Bid May Lead To Complications

By An Expert

New York, July 30.—In auction there is one point about the second hand double of a no trumper that is frequently overlooked by the novice in its use, and that is the necessity for being prepared to bid again if the partner's answer is not satisfactory.

When the dealer says no trump he may be pretty strong or he may have nothing better than what is called a border line bid. He is not likely to bid more than one, no matter how strong he is, unless he has 100 aces, as there is no suit that he is afraid of and therefore no necessity to preempt.

It should be evident that if the dealer has more than an average no trumper and the second hand has enough to double on there is not much left for the third and fourth hands to hold, and any forced bid from the fourth hand may require considerable support. Suppose that support is not forthcoming, what will the doubler do about it?

There is another point that must be noted. This is the tendency of many untaught players to bid no trumps when they should declare a major suit. The double drives the unsafe bid into the suit bid, or the long suit is led. Either may be disastrous.

Nothing is more common than to find badly taught players advancing the argument that it is easier to go game with three odd than it is to make four. This is supposed to support their position when they bid no trumps with a perfectly sound major suit bid and two other suits stopped.

The result of doubling players who are given to this habit may be to induce them to shift to the suit they should have bid in the first place; or it may be to find them with a suit just long enough to defeat the double. Another result may be to have the fourth hand declare the very suit the dealer should have bid in the first place.

Another complication is the possibility of a quick bid by the third hand when he has a good suit to show. Then if the fourth hand still bids, in answer to the double, the dealer knows what to lead. If the fourth hand passes, the double has expressed the double's hand without gaining anything.

Here is a hand that went the rounds of a duplicate match which shows how these doubling situations may become complicated.

H. 4
C. A Q J 4 6 2
D. 9 7 2
S. 9 7 5

H. A 3 2 — H. 10 8 7 5
C. 10 7 — C. K 8 3
D. A Q 10 6 — D. 8 5 4
S. K Q 8 3 — S. J 10 2
H. K Q J 9 6
C. 9 5
D. J 3
S. A 6 4

Almost every table bid a heart and got a denial of that suit from the third hand with two clubs, which induced Z to go two no trumps and get set for two tricks at one table. Here is how this happened:

A led a small spade, which Z passed up until the third round, when he was obliged to surrender his only sure reentry for the heart suit. On winning the third spade lead he finessed the jack of clubs. At each table the result depended on whether or not B won it.

At one table B took the trick with the king and led a heart up to weakness. After making his fourth spade A returned the heart, so as not to lead away from his double tenace in diamonds. This gave Z his contract, as he discarded all his diamonds on the clubs.

At the other table B held up the king of clubs and Y came back with a heart, intending to finesse the clubs again when he got in. A won the heart and made his spade, upon which B discarded a diamond. Z then discarded a small heart.

At this point a less careful player might have slipped up and given Z his contract by leading a red suit. But A knew Z could not hold the king of clubs and must hold two honors in diamonds to justify his no trumper. If Z has not the king of clubs it must be in B's hand; so A led the ten of clubs.

Then Z slipped up and finessed the queen, instead of putting the ace right on and leading a diamond. The club finesses lost to the king and the diamonds were led through. Then A put Z in with a heart and made two more diamonds at the end, while the ace of clubs went to sleep, B making the heart ten instead.

At two tables Z bid no trumps on this hand and A doubled. Y bid two clubs, anticipating B's takeout. As B could stop the clubs he answered the double with two hearts, which Z passed, as he knew what to lead. This is a very questionable heart bid on B's part. Having driven a no trumper into a minor suit he should have let it alone. Five odd against a hand strong enough to double a no trumper does not look possible.

Y won the club trick with the ace and came back with a trump. B played the seven and the nine forced the ace. Dummy led the club and ruffed the third round, Z discarding a small spade.

A led a small spade and the ten held, but Z put the ace on the jack and pulled A's last trump. Then he led the jack of diamonds, but A finessed the queen, so that all Z could make was his three remaining trumps, setting the heart contract for one trick only and simple honors.

At the other table at which a doubled and B went two hearts over two clubs, Z went back to two no-trumps, instead of supporting the clubs, or letting B's bid alone. In playing the hand over afterward to see what would have happened if the club bid had been left in it was found that Y would have been set for four tricks.

B would have led the spade jack, won the first trump lead with the king and led the spade ten, which would have held. As this marks A with both king and queen and a desire to have the lead changed B would lead a diamond. The queen would win the jack and A would lead the ten of trumps, forcing the queen.

Now if Y does not pick up B's eight of trumps he must lead a heart and A will lead the forcing spades, and B must make a trick with the eight of trumps, as he will get a diamond discard on the second spade or overtrump Y and lead a diamond through Z again.

When Z went back to no-trumps on B's heart bid, the result was the same as that already given; set for two tricks.

Here is a hand in which the dealer's no-trumper was unusually strong, and the double came out very badly.

H. J 9 6 5 2
C. 8 4 2
D. J 10
S. Q 6 5

H. K Q 7 — H. 8 4 3
C. K Q 9 5 — C. 10 6 2
D. 6 5 — D. Q 9 8 4 3
S. A J 10 7 — S. 8 4
H. A 10
C. A J 7
D. A K 7 2
S. K 9 3 2

Z bid no trump, A doubled and Y passed, B bidding two diamonds. Z passed, correctly judging that A could not let the bid stand. A went two no trumps, trusting B to stop the diamond suit.

Y led through the denied suit, B covered with the queen, and Z at once led two rounds of hearts, Y playing nine and six. A led a small club, and Z won with the jack, returning a small diamond to Y's ten. The student should observe that good players do not lead jack from jack and one without the ten.

Y came back with a heart, establishing that suit. He was marked with one card higher than the nine on the first heart lead, and two smaller than the six on the second round, which encouraged Z to put him in with the diamond. Z discarded a diamond on the third round of hearts.

When A led the club king Z won it with the ace, made his ace of diamonds and led the spade through. A put on the ace and made his two clubs, losing the remainder of the tricks to Y and going down three tricks on the contract.

At one table Y overcalled A's double with two hearts, which relieved B from the necessity of bidding anything. On the play Y made his contract, as B led a small diamond and the ten held the first trick. Then two rounds of trumps allowed A to lead the king of clubs. Z held off, won the next trick with the jack, and led two rounds of diamonds, forcing A's last trump, but A made two spades eventually, as Y put the queen on the jack to catch B's trump.

In both these deals A undoubtedly has the strength for a conventional double. He has 14 values in both, and no suit headed by three honors in either; nor has he a good five card suit for an opening lead.

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